Chicago Metropolitan Agency for Planning

Advanced Technology Task Force

Meeting Notes – December 13, 2007

The meeting was called to order at 10:00 AM at the CMAP Offices, 233 South Wacker Drive, Suite 800, Chicago, Illinois. Those present at the meeting were:

Attendees

David Zavattero, Co-Chair

Members:	Chuck Sikaras	*IDOT, ITS*	Dean Mentjes	*FHWA*
	David Tomzik	*Pace*	John Benda	*ISTHA*
	Thomas Szabo	*Kane County*	Mark Pitstick	*RTA*
	Ellen Partridge	*CTA*	Ruth Myers	*DuPage ED&P*
	Andy Hynes	*City of Naperville*		
Interested Parties:	Steve Travia	*IDOT*	Justin Potts	*IDOT*
	Craig Franklin	*Trichord*	Jim Powell	*Wilbur Smith*
	Jae Ju	*HNTB*	Matt Letourneau	*Edwards @ Kelcey*
	John Sadler	*CDOT-DE*	Chris DiPalma	*FHWA*
	Scott Lee	*Delcan*	John Gray	*DMJM Harris*
CMAP Staff:	Claire Bozic	Dan Rice		

SUMMARY OF COMMENTS:

1. Introductions
2. **Approval of meeting notes from September 6th, 2007 Task Force meeting.** The notes were approved with corrections.
3. **Northeastern Illinois ITS Architecture** *(Craig Franklin, TriChord, Inc.)*

   Mr. Franklin gave a powerpoint presentation on the region's updated regional ITS Architecture. He is working on incorporating comments. As additional comments are received, they will also be incorporated, however they intend to wrap up that process on Monday, December 17th. Comments received after that point should be incorporated later by CMAP Staff.

   Mr. Franklin went on to say that the architecture contains a lot of information, but that it is up to the region how it is used. For example, Virginia DOT uses it to reduce project costs. When an ITS project is under consideration, the DOT sifts through the ITS architecture to identify other potential project participants, based on who was listed as users in the architecture. In this way, more agencies can share in the cost of the project.

   When asked what the difference between this architecture and the previous version, Mr. Franklin explained that there were changes to agency names and many additional flows were identified. Also, this is now consistent with the national architecture. He stressed

that if the region could use the change forms and update the regional information on a regular basis, a major update wouldn't necessarily be needed. CMAP should promote the use of the change form to make this possible, and CMAP staff should develop the skills to make any changes needed. This will be easier after the Turbo training expected to happen at the end of February. Free downloading of Turbo Architecture is now possible, so everyone can have a copy. The region's ITS architecture database is also available for download, so anyone who is interested can download and explore the region's architecture.

Pace (Mr. Tomzik) asked if the idea was that the stakeholders can go in and make changes to the architecture themselves. Mr. Zavattero responded that there was a regulatory aspect of the regional architecture, and that the architecture would be approved by the MPO and implementers must certify that their projects are consistent with the approved architecture, so changes can't be made willy-nilly. The ATTF will follow a process to make changes in an organized fashion.

A discussion ensued about where the regional architecture fit within the statewide architecture and the Gary-Chicago-Milwaukee Corridor architecture. There will be overlaps, and, for example, as the GCM Corridor organization shifts focus to the interstates, the regional architecture will fill the resulting void. Mr. Sikaras pointed out that the GCM Corridor project was shrinking in focus, but not in size.

The discussion ended with FHWA (Mr. Mentjes) acknowledging that the updated architecture fulfills the Federal requirements, and Mr. Zavattero stating that based on meetings he has attended this week in his office, he can already see changes that should be made. An audience member asked if CMAP staff felt confident that they would be able to make changes later. CMAP staff (Claire Bozic) responded that she was confident that she could learn how and that the Turbo training scheduled for February would be helpful in this area.

4. **Navteq Traffic** (Jeremy Wolstan, Navteq)

Mr. Wolstan gave a presentation on Navteq's traffic information service. Navteq is the leading provider of digital maps for all purposes. The company has been around for 20 years, and over 100 million people use their products daily for personal, business and government purposes. Navteq has business relationships with automotive manufacturers, system vendors, telematics, internet & wireless, mobile devices and government industries.

Currently, roadway information to create maps is generated by having people drive the routes with geographic positioning devices collecting information. Since Nokia acquired Navteq this year, it will be possible to begin collecting the information from mobile telephone based GPS information. All but the least expensive mobile telephones will have GPS devices installed. This will also allow easier entry into emerging markets where digital roadway network information is not yet available, and also to begin collecting and distributing pedestrian oriented information.

The Navteq Traffic business is also expanding, and Navteq acquired Traffic.com in March 2007. Navteq's mission is to provide the best traffic information based on a ubiquitous sensor network and using probes, to deliver the content through a multitude of outlets, have innovative business models that include subscriptions, one-time pricing and

the use of advertising, and to offer a complete end-user experience. 2007 became the first year Navteq used probe data in a real-time traffic product. The benefits of complete and real time traffic information are improved travel time, fuel savings, and enhanced navigation experience.

CTA (Ellen Partridge) inquired about the collection and distribution of transit data. Mr. Zavattero offered that street information is important to the transit operators. Mr. Pitstick brought up this information as related to the RTA multimodal trip planner, a joint project of USDOT and RTA announced in 2005. Phase I of that project allowed users to generate point-to-point trip itineraries using a combination of bus, rail and walking segments. Phase II will result in a trip planner that provides more accurate and efficient routes. It will add driving segments and allow comparison between public transit and driving-only itineraries. This is scheduled for release in 2008.

Pace (Mr. Tomzik) inquired whether traffic data was warehoused anywhere. Mr. Zavattero said that the ITIP Data warehouse was archiving this data, and ISTHA (John Benda) mentioned that the region has embarked on a Regional Data Archive development effort.

5. Chicago TMC Phase II (David Zavattero, City of Chicago OEMC)

Mr. Zavattero presented progress in the development of the City of Chicago Traffic Management Center. The City is almost finished developing the final requirements, and they should go out for bid in April 2008 to construct it. This facility will provide a centralized ability to manage signal systems, traveler information, transit and traffic management, and database development and integration. Some of the themes addressed during the development were wired and wireless communications, data sharing and mining, dealing with uncertain information, software tools and services, standards based open architecture, computer vision, sensor fusion, prediction, modeling, real-time negotiation, human interfaces, privacy, and institutional issues. The facility will be housed in the Chicago Office of Emergency Management and Communications. Mr. Zavattero pointed out that none of these new technologies will provide the desired benefits if they are not supported by adequate numbers of trained staff.

6. Traffic Signal Report Card (Young Jae Ju, HNTB)

Mr. Jae Ju presented the results of the national Traffic Signal Report Card, which gave an overall national grade of D. In 2005 the grade was a D-, so the trend in going in the right direction. Results differed based on the size of the system, with those systems with more than 1000 signals grades were higher than the national average. The area where the nation performed worst was in traffic monitoring and data collection.

Mr. Ju highlighted that it is estimated that maintaining good signal timing provides a 40:1 benefit to cost ratio. Most of federal roadway investment is focused on capital investment, and it is estimated that it would cost 0.2% of that budget to maintain the signal timing. He also suggested that jurisdictions should use the self-audit tool to monitor their own signal maintenance. Even if the information was not submitted to the national report card, it could be helpful to see how they are doing.

IDOT (Steve Travia) did offer some good news, as their signals are visited twice monthly and 2300 are interconnected into a system. While their maintenance process is good, declining staffing has reduced IDOT's ability to actively manage their signal system and

respond to unusual situations. Mr. Zavattero said that there are some rules of thumb as far the staffing to signal ratios, and that in general the number of staff did not rise as fast as the number of signals. Also, Mr. Zavattero pointed out that funding opportunities for maintenance and operations were limited, and CMAQ would fund new signals and interconnects but would not fund retiming. FHWA (Mr. DiPalma) clarified that signal timing was a maintenance activity and was not an eligible CMAQ project. Mr. Sikaras commented that the F grade in traffic information collection reduced the overall grade a lot, and that without that grade the national report card wouldn't look as bad.

7. Open Discussion, Upcoming Events

The meeting ran out of time, so upcoming events were not discussed.

8. Next meeting

The next meeting was set for March 20th at 9:30 am, ½ hour earlier than usual. The new time was set because 2 hours seems to be not quite enough time for the agendas.