Advanced Technology Task Force

Meeting Notes – June 11, 2009

The meeting was called to order at 9:30 AM at the CMAP Offices, 233 South Wacker Drive, Suite 800, Chicago, Illinois. Those present at the meeting were:

Attendees		David Zavattero, Chairman and Gerry Tumbali, Co-Chair		
Members:	Tony Khawaja	*Lake Count DOT*	Taqhi Mohammed	*Pace*
	John Benda	*ISTHA*	Chuck Sikaras	IDOT
	John Loper	*DuPage County*	Andy Hynes	*City of Naperville*
	Jon Nelson	Lake County DOT	Ryan Hicks	*NIRPC*
Interested Parties:				
	Jim LaMantia	*Chicago OEMC*	Scott Lee	*Delcan*
	Jerry Hron	*IDOT*	Kevin O'Neill	*URS*
	Ken Glassman	*Jacobs Engr.*	Matt Letourneau	*Jacobs Engr.*
	Bruce Hedlund	*Transcore*	Joe Spedale	*TCC*
	Mark Zinn	*Econolite*	Joseph Brahm	*Delcan*
	Brian Plum	*Traffic Control Corp*	Abraham Emmanuel	*Chicago OEMC*
	Mitch Bright	*Traffic Control Corp*	Russ Bautch	*HNTB*
	Mark Minor	*RTA*	Jim Powell	*WSA*
	Syd Bowcott	*URS*	Mike Williams	*TCC*
	Matt Devery	*Illinois Tollway*	Jae Ju	*HNTB*
CMAP Staff:	Claire Bozic	Dan Rice	Bob Dean	Todd Schmidt

SUMMARY OF COMMENTS:

1. **Introductions**

   Mr. Zavattero requested that everyone introduce themselves.

2. **Approval of meeting notes from March 5th, 2009 Task Force meeting.**

   The notes were approved with corrections Mr. Sikaras had suggested before the meeting.

3. **Centracs** *(Mark Zinn, Econolite)*

   Mr. Zinn gave a presentation on, one of the latest advances in Advanced Traffic Management Systems (ATMS) software. This software was introduced at the 2008 ITS World Congress. The software provides the standard abilities to monitor and analyze data, adjust devices for efficient system performance and produce reports. It offers advances in the ability to dynamically group devices and coordinate operations of devices that are not in direct communication with each other. The system is more intuitive to learn to use and is easily personalized for each operator. Centracs is providing a product

demonstration to DuPage County, and is actually installing the system for the city of Aurora.

4. **City of Chicago Traffic Data** *(Abraham Emmanuel, Chicago OEMC)*

Mr. Emmanuel gave a presentation about the City of Chicago's efforts to assemble all their traffic data into one easily accessible site. The project has been under planning and development for about 1.5 years. One of the main drivers if its development is the amount of time staff was spending responding to requests for information. It will save scarce resources if requesters can access and retrieve the data themselves. The application will have two levels of access, one for the general public and another for local agencies and consultants which will provide access to additional information not available to the public.

The public map includes traffic count, traffic signal and red light running enforcement information. The information can also be viewed as a table rather than a map. The coverage includes 26,000 intersections and traffic counts collected around 2006, not yet real time data.

More data layers will be added in the future, but it is yet unclear how many will be available to the public. Crash statistics are already available internally. The development of real time travel time/congestion information using CTA buses as probes is underway. Three-hundred miles of strategic routes will be monitored for this information, with additional technologies under consideration for locations where there isn't frequent enough bus service to generate accurate estimates of travel time.

5. **Goroo, RTA Multimodal Trip Planner** (Gerry Tumbali*, RTA)*

Mr. Tumbali gave a presentation about RTA's new web-based multimodal trip planner system which has replaced the tool that has been available on RTA's website for the last 6 years. The new trip planner was funded by FTA and provides additional information to the traveler, including the time, cost and distance of various transit trips and of driving. Based on a utility provided by CNT, the program also calculates estimated carbon emissions. The FTA is especially interested in whether this service has any impact on transit ridership.

At this time, the driving times are calculated based on posted speed limits, but future improvements will include the consideration of actual driving travel times based on observed information collected from roadway monitoring systems.

The Goroo is the internet fact of the transit hub, the transit parallel of the Gateway included in the regional ITS architecture. The version available now is "Phase I" of the system. Phase II will include improving the ability to automatically update schedules based on a direct connection with the service boards' internal databases and creating a standard incident reporting structure which can be considered by Goroo and which will result in adjusted suggested itineraries.

Future improvements include addition of real time roadway data and the ability to personalize the information, for example by allowing the user to enter whether he has a toll transponder, monthly tickets or a Chicago Plus card. Other planned additions are information for "pure walk" trips, and trips including all or some bicycling. There is also the possibility of partnering with a parking management company, who will provide

information on parking availability in its facilities and hopes to enable online parking space reservations.

6. **GOTO 2040 Innovation Scenario** *(Bob Dean and Claire Bozic, CMAP Staff)*

Ms. Bozic described the strategies that were modeled in the innovation scenario.

Variable parking pricing was applied regionwide as an addition to work trip fixed costs based on the density of trip attractions to the zone (a stand-in for congestion).

Arterial rapid transit service was included as additional bus routes throughout the region that run on schedule and are not impacted by traffic congestion.

Advanced signal systems were assumed to be available regionwide. These impacted the modeling in two ways. On the highways side, intersections with at least eight approach lanes were identified. There were 670 of these. The links adjacent to the intersections were given a 10% travel time benefit (reduction) to represent better intersection operations. On the transit side, all transit vehicles were assumed to take advantage of Transit Signal Priority. The result is that they were not impacted by congestion and ran on a reliable schedule. To represent this in the model, waiting times were reduced by 20%, because people would no longer arrive at random intervals and wait for the next bus. They would know when the bus was coming and arrive in time to catch it.

Congestion pricing was also included in the scenario. It was assumed to be applied to all lanes of all expressways. It was implemented by applying a penalty on a link by link basis as soon as the link volume to capacity ratio exceeded 1.

7. **Proposed Changes to Project Architecture (C. Bozic, CMAP)**

Ms. Bozic referred to a document summarizing the proposed changes to the region's project architecture. She also noted that a complete list showing the projects a previously defined and the proposed new definitions was available with the other meeting materials on the Advanced Technology Task Force minutes and agendas page. Mr. Zavattero suggested that the committee wasn't ready to take any action on the material, but that members should review the proposed changes and that the committee would act on the at the September meeting.

8. **Other Business**

None

9. **Next meeting**
The next meeting will be in September but the date was not set.