

ITS MIDWEST & GCM *Express Lanes*

ITS MIDWEST
The Intelligent Transportation Society of the Midwest
A regional chapter of ITS America including the states of
Illinois and Indiana



December 2004 Volume 9.3

ITSMW plans 10th anniversary celebration at Annual Meeting

The 2005 ITS Midwest Annual Meeting will be held on February 9-10, 2005 in Indianapolis at the Marriott Indianapolis East. The two-day venue is a departure from past years. According to Mark Newland, annual meeting chair, the extra day better accommodates travelers driving from long distances and facilitates scheduling of a tour of the Indianapolis Traffic Management Center. A reception to celebrate the 10th anniversary of ITS Midwest



follows the tour on February 9th of the meeting.

The traditional ITS Midwest business meeting and project briefings will be held on February 10th. This meeting will examine statewide ITS issues and have one session on Commercial Vehicle Operations and another session on telematics and 511. The lunch speaker will be Robert Tally, Administrator, FHWA Indiana Division.

Registration material and a preliminary agenda are inserted in this issue. Note there is a discount for registrations received before January 23, 2005. □

For more information, contact Mark Newland at mnewland@indot.state.in.us or 317-232-5523.

EXPRESS LANES is the official newsletter of ITS Midwest and the GCM Priority Corridor. Comments, suggestions and contributions are welcome.

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President's message

BY JEFF HOCHMUTH
President, ITS Midwest



It's hard to believe, but this will be my last "President's Message"! By the time the next newsletter is published our organization will be in the very capable hands of our incoming president.

Reflecting back, a highlight in my mind is how well this organization came together for the World Congress. I still hear compliments from people in the industry about what a great event we had at the Planetarium. The only person to voice a complaint was a delegate from a warmer climate who thought a cool, clear 50 degree evening in October was like a visit to the arctic.

The newsletter contains a related article concerning the ITS Midwest Board of Directors' recent approval of the new Strategic Directions Plan. The plan should

now be available on our web site, itsmidwest.org.

This plan was prompted from the decision by the ITS industry in Wisconsin to pursue their own state chapter. The opportunity to reconstitute the board membership to represent a much broader portion of our industry and increase participation prompted a larger discussion within the Executive Committee. The question addressed by the Executive Committee was "What do we want this organization to accomplish in the future"? As we examined this question, the shape and function of the organization evolved to the current proposal.

The Board of Directors has officially approved the Strategic Directions Plan. The highlights of the Plan are discussed in the companion article on the next page. The membership will vote on the Plan in February at our 2005 Annual Meeting. I think as you read the article you will see that we are positioning the organization for even greater achievements over the next 10 years.

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This brings me to my final point: our approaching 10th ITS Midwest Annual Meeting. We will be back in Indianapolis on February 9th and 10th. February 9th is reserved for tours of the new state-of-the-art Indianapolis Traffic Management Center and for a reception celebrating 10 years of accomplishments.

February 10th sessions will include the traditional meeting with a theme of "ITS at the Crossroads". The program will give many of us a chance to see what other projects are ongoing within our chapter, as well as hear national speakers address topics of interest. We are once again trying to give the vendors in our industry the maximum opportunity to highlight their products and services. I know it will be a great success and look forward to seeing you at this special annual meeting.

In closing, I wish to thank you for the wonderful experiences I have had working with you and leading this organization. While I will continue to be active in the chapter, I fully expect to watch us grow significantly in the coming years and accomplish many of the aggressive goals addressed in the Strategic Plan. I hope that together we can make this industry prosper throughout the Midwest. Again, thank you for a great four years.

P.S. Special thanks to Edwards and Kelcey for sponsoring the new official address of ITS Midwest: ITS Midwest c/o Edwards and Kelcey, One North Franklin, Suite 500, Chicago, Illinois 60606. □

Board approves new Strategic Directions Plan

At a special meeting of the Board of Directors in November, the Board unanimously approved the Strategic Directions Plan. This is the culmination of a year's worth of work by the Strategic Directions Committee, chaired by Dan Shamo of URS. The committee began with a very daunting task – define the goals of the chapter and develop a plan to help accomplish them.

The genesis for this activity began two years ago, when the ITS industry in Wisconsin announced their plans to investigate leaving ITS Midwest to form their own state chapter. While the news was not welcomed (though the reasons are well understood and appreciated), this provided an opportunity for ITS Midwest to change the composition of the Board of Directors to broaden member participation. The Executive Committee soon realized the real issue was not changing the makeup of the Board, but more fundamentally redefining what we want to accomplish as an organization.

With the start of 2004, the Strategic Directions Committee was formed and tasked with answering that question in time to put the new plan to membership vote at the 2005 annual meeting. Several brainstorming sessions were conducted, as well as the topic being central at all Board of Director meetings. Initially, four main issues were identified for study: outreach, member services, organization structure, and resources.



The first effort was to define what services our organization should provide. A list was developed that generally focused on outreach – outreach to individuals, elected officials, agency executives, other organizations, etc. The desire was to spread knowledge and understanding about ITS and its potential benefits. This would then support other outreach efforts more directed at promotion of ITS and strengthening the industry in the Midwest.

Additionally, we looked at what services would be of interest to our members. The intent was to increase membership to provide additional resources to conduct this outreach effort. We remained focused on how to increase our ability to accomplish our goals instead of how to collect more revenue.

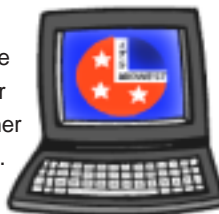
With this in mind, the Board of Directors had already agreed to drop the price of a company membership from \$250 to \$150. Also, the price of an individual membership fell from \$100 to \$50. The focus is to provide more training, workshops, exposure to others in the industry, and opportunities to participate and grow as a professional. Less cost, more benefits – we hope this will be a successful formula to attract more individuals and companies.

As the new goals of the organization were defined, so were committees to help accomplish those goals. Ten committees were initially selected: Executive, Finance, Member Services, Outreach, Nominations, Recognition, Training, Technical, Publicity, and Meetings. The Executive Committee is chaired by the President, and the

See **Strategic Plan** page 3

Electronic edition available

If you would prefer to get an electronic version of the Express Lanes newsletter, please email us at ITSnews@anl.gov with the following information: your name and email address, company or organization name, address, and phone number. Indicate whether you want both electronic and printed versions, or just electronic.



When the next newsletter is available, we will email you a web link to our full-color electronic version. This not only reduces printing and distribution costs, but you can access both current and past issues on-line at www.itsmidwest.org. □

Strategic Plan

Continued from page 2

Finance Committee is chaired by the Treasurer. The Nominations Committee is viewed as an ancillary effort since it likely only will need to meet once a year. Our chapter will be seeking individuals from ITS Midwest members to participate on the remaining seven committees.

Each committee will be given responsibilities and a budget to help accomplish those responsibilities. While the Strategic Directions Plan outlines the general responsibilities of each committee, the committees themselves will be responsible for establishing a plan and specific goals and objectives.

The next step was to redefine the Board of Directors to match these goals and tools. Much discussion has occurred at Board meetings and amongst individuals about how to best structure the Board to meet these challenges. A balance needed to be struck. With entrenched leaders, much can be accomplished, but new members never get an opportunity to grow with the organization. With one year term limits, the organization becomes a revolving door, with new people joining and leaving quickly without a real opportunity to demonstrate leadership. A range of options were considered, but the final recommendation for the executive offices as approved by the Board of Directors is as follows:

- ◆ President – serves one term of two years.
- ◆ Secretary – serves one term of two years and officially succeeds the President at the end of his/her term. We will strive to make this a contested position every election.
- ◆ Treasurer – serves up to two terms of two years each.
- ◆ Vice Presidents – one from each state, serves a term of two years, and has no term limit. While the short term intent is to follow our historic preference of designating each state DOT ITS manager for Vice President, this designation will not be mandatory.

- ◆ Past President – serves one term of two years after his/her term as President. The Past President also serves a role in organizing and managing the various chapter committees.
- ◆ In order to serve as an officer in the organization, an individual must first serve at least one term on the Board of Directors.

There was considerable discussion about the requirements and responsibilities to serve on the Board of Directors. The desire was that the Board function more as a traditional board, by meeting quarterly to make policy and organizational decisions.

Over the last four years, the Board has served more as a “committee of the whole” – involved in all decisions pertaining to the operations of the chapter. The proposed restructuring reduces the responsibilities overall that the Board has assumed over the last few years. On the one hand, it is recognized that individuals serving on the Board are the leadership of the ITS industry, and should participate beyond attending just four meetings a year. However, a balance needed to be struck; we want the leadership to take an active role in the chapter, while recognizing the competing time demands for these leaders. The final decision was as follows:

- ◆ Directors are elected to a one year term, with the ability to serve up to three successive terms.
- ◆ Directors also serve as co-chairs of a committee.
- ◆ The other co-chair is drawn from the general membership and appointed by the President with the approval of the Executive Committee.
- ◆ Directors are selected to represent a broad range of professionals (e.g., public, private, academic, urban, rural, state, local, vendors, etc.). The responsibility for selecting a good representation falls primarily on the Selection Committee.
- ◆ Because of the decision to have Directors actively serve on a committee, the number of director positions is set at seven.

The Directors and their co-chairs are responsible for their committee accomplishments. As individuals and the industry changes, it is expected that one co-chair may serve more as a leader than the other. This flexibility is by design. Additionally, while the President selects the co-chairs, it is expected that he/she will accept input from the Director also serving that committee. The decision to give this responsibility to the President was so that a single individual would be responsible to ensure the committees have adequate leadership. The term limits are to help generate some turnover. The co-chairs will provide opportunities for more individuals to actively participate with ITS Midwest while also serving to groom future board members.

The Nominations Committee has a great responsibility in this structure. They must create a slate of candidates that is representative of our industry and committed to actively serve the chapter. The committee may develop a slate with more than seven candidates so that positions are contested. The Executive Committee and Board must approve the slate, so there are additional checks and balances to help us maintain a balanced leadership representative of the entire industry.

This recommendation will be brought to the membership at the annual meeting in Indianapolis for a vote. The current organization has served the chapter well. We have established ourselves as a committed organization, won and hosted a world congress, supported many worthy initiatives, captured numerous awards, and yet have demonstrated we can take a hard look at ourselves and reinvent the organization to serve the industry even better. The proposed new plan and organizational structure should be a big step in that direction, allowing all of us to better work together for a brighter future. □

For more information, contact Jeff Hochmuth at www.itsmidwest.org or 630-926-1487.

CVO update

Wisconsin, Illinois, and Indiana continue to make progress with Intelligent Transportation Systems (ITS) deployments to support Commercial Vehicle Operations (CVO) and move ITS/CVO user services beyond the concept phase and into operation. Here is an update on progress in the three state region.

Wisconsin is now one of nine states to achieve Commercial Vehicle Information Systems and Networks (CVISN) Level 1 (core) capabilities in electronic screening, credentials administration, and safety information exchange.

A pilot program is underway in Wisconsin that enables carriers and permit services to use the Internet to apply for and receive International Registration Plan (IRP) credentials and file International Fuel Tax Agreement (IFTA) quarterly tax returns. Approximately 10% of Wisconsin's IRP and IFTA accounts are currently using this electronic credentialing service. Plans are to expand the program to all interested Wisconsin IRP and IFTA accounts in 2005.

Wisconsin's newly developed Commercial Vehicle Information Exchange Window (CVIEW) serves as the state's data exchange hub for CVO vehicle and carrier data. CVIEW provides daily uploads of Wisconsin-based interstate carrier and vehicle safety and credentials data to the national SAFER database. CVIEW also downloads data from SAFER about out-of-state carriers and vehicles that are authorized to operate in Wisconsin. The result is near real-time CVO data available for enforcement and credentialing purposes.

On November 3, the State of Illinois entered into a Partnership Agreement with the Federal Motor Carrier Safety Administration (FMCSA) and Federal Highway Administration (FHWA) to begin deployment of Commercial Vehicle Information Systems and Networks (CVISN) core capabilities. This deployment will result in the design, construction, deployment, operation and maintenance of a CVISN Level 1 compliant web based electronic credentialing and data interchange application. This system is designed to implement the electronic issuance of motor carrier credentials, to deploy electronic roadside enforcement screening and to facilitate the exchange of motor carrier safety and tax information among the participating agencies.

Phase One of this initiative will provide for the deployment of a web-based applica-



tion for the issuance of International Registration Plan (IRP) renewals and a Commercial Vehicle Information Exchange Window (CVIEW) for data interchange with FMCSA's Safety and Fitness Electronic Records (SAFER) system. The budget for the first phase is \$1,200,000. Fifty percent of the funding (\$600,000) for this phase will be provided by FY 2003 federal ITS Deployment Program funds. The remaining fifty percent match (\$600,000) will be provided by IDOT state-only ITS funds. This phase is expected to be completed within fourteen months of contract award.

An amendment to another Partnership Agreement between the State of Illinois and FMCSA and FHWA was executed on November 3. This amendment will provide funding for the Illinois Secretary of State to join the IRP Clearinghouse.

The Illinois Department of Transportation (IDOT) has installed a queue detection system to enhance safety at three weigh stations. The system utilizes two pole-mounted cameras located in the gore area to monitor mainline traffic flow upstream and weigh station exit ramp traffic flow. Live video images help scale house personnel decide if the weigh station should be closed temporarily to alleviate congestion caused by heavy truck traffic.

IDOT has also installed truck parking management systems at the I-80 Three Rivers Rest Areas in Grundy County. This system uses weigh-in-motion sensors and electronics to count, classify, and weigh trucks entering and leaving the rest areas. When the system determines that all truck parking spaces at the rest area are full, flashers on signs in advance of the rest area are activated to notify truckers that no

parking space is available. While the system installation is complete, IDOT is performing necessary system testing before activating the system.

The Indiana State Police (ISP) Commercial Vehicle Enforcement Division (CVED), Indiana Department of Transportation (INDOT) and Purdue University, have initiated a research project to study the reliability and accuracy of the relatively new Radlinski Brake Roll Tester (BRT). A BRT has been installed at the new I-70 Terre Haute Weigh Station.

The State of Indiana, through the ISP CVED and INDOT, has invested four years in the development, selection, and adoption of Performance Based Brake Testing technologies that offer the potential to evaluate commercial motor vehicle (CMV) axle loads and braking capability. While studies have been conducted which have been invaluable in the identification of best-in-class technologies, further work is required to transition these technologies from a demonstration stage to a point at which they can be used for legal enforcement and support of out-of-service citations.

Specifically, the State of Indiana has made considerable investment in the development and evaluation of the Radlinski BRT. However, this device has been ineffective for legal enforcement because the device lacks Indiana Department of Health (IDOH) Handbook '44 weight measurement certification and no pass/fail standards have been adopted by the FMCSA. The primary impediment to broad deployment, use, and enforceability of the technology has been, and continues to be, a scientifically rigorous evaluation of the Radlinski BRT performance characteristics. A secondary impediment is acceptance by the CVSA community to adopt standards for out of service criteria and establish judicial acceptance by state courts for convictions.

The benefits of this study will further improve the BRT performance and provide documented evidence of the reliability and accuracy of the BRT technology, ultimately providing information that may assist in decisions to broadly deploy BRT technology for the purpose of enforceable CMV weight and braking assessment. Broad deployment of BRT is envisioned to provide faster and more accurate measurement of brake performance that will ultimately improve safety for the motoring public. □

For more information, contact Tina Roelofs, 612-373-6876 or Tina_Roelofs@URSCorp.com.

ITS projects enhance WisDOT Traffic Operations Center

The Wisconsin Department of Transportation's (WisDOT) Traffic Operations Center (TOC) located in downtown Milwaukee is undertaking a number of projects that will enhance the TOC and allow communications with other agencies to be improved.

The TOC currently supplies video and data feeds to a number of media, special event, and other agencies to provide travelers in southeastern Wisconsin with a wide variety of travel information. It also supplies video and data to several law enforcement agencies to assist with their road patrolling and other tasks.

One of the most recent projects that the TOC has begun is to implement a digital video system with web-based control. The digital video system will make distribution of video to agencies such as law enforcement and media outlets much easier.

The TOC is also currently working on an Internet Protocol (IP) based data collection and device control project. An upgrade to the current system was necessary due to



the likelihood that current data feeds may be lost from time to time over the course of the Marquette Interchange project. This project will make maintenance of the communication lines easier and also improve the reliability of the communication network.

Many of the components that create the TOC MONITOR network are field devices, like Dynamic Message Signs (DMS), ramp meters, and other devices. Proper maintenance of these components is critical.

Eight of the oldest DMS's in the metro Milwaukee area have been retrofitted, and five more are slated for retrofitting within the next year. These 13 signs were first installed in 1994 and are being replaced due to their age. The TOC has chosen a Milwaukee based sign manufacturer for this project.

The TOC is also planning to begin a video feed distribution project that will allow different agencies to select the images that they would like to view. This is particularly important as the video feeds are given to an increasingly large number of agencies within southeastern Wisconsin. This project will also allow the TOC to partner with more law enforcement agencies than before, because the current video feed system is operating at its capacity. □

For more information, contact Lisa Kane at lisa.kane@dot.state.wi.us or 414-225-3721.

Borman Traffic Management Center update

The Borman Traffic Management Center (TMC) reached a new milestone this past year. A 24 hour per day, 7 days per week operation was instituted in early summer.

This service expansion provides a central point of contact for all traffic management activities in the northern half of the state.

In addition, a working agreement was made with the Indiana Toll Road to give the Borman TMC access to the Toll Road's dynamic message signs, which are placed in strategic locations from the Ohio to Illinois borders. This service expansion, along with the previous network ties to the Indianapolis TMC, provides the statewide traffic management network with backup should either the Borman or Indianapolis TMC go down due to failures.

Major construction along I-80 has posed a significant challenge for the Borman Center. Much of the automated detection is not operational, and dynamic message signs are being replaced as part of the Borman reconstruction. Portable signs are being used during construction, and video surveillance is being relied on to provide staff with information on I-80 operations. The Hoosier Helpers continue their efforts to respond to incidents in a timely fashion

and minimize the impacts to other motorists. As part of the GCM Corridor Action Team initiative, the Borman Center is co-operating with all transportation agencies in the I-80 area to plan and implement operating procedures to minimize problems for motorists in the bi-state area.

Equipment improvements are continuing. New dynamic message signs will be included in the I-80 reconstruction. This will allow reuse of some existing signs to provide information at critical locations along I-90/94 in congested areas near the Michigan border. Software updates are also

being pursued, including a module to more efficiently interface with the GCM Gateway. Plans for a fiber linkage from the Borman TMC to the Illinois state line are being developed to connect with the fiber of the Illinois Department of Transportation and the Illinois Tollway.

The Borman TMC continues to play a key role in developing software and hardware for use throughout Indiana as part of the Indiana Department of Transportation's efforts to better manage and operate the State's highway resources. □

For more information, contact Troy Boyd at tboyd@indot.state.in.us or 219-939-3650.



Calendar



ITSMW 10th Annual Meeting, February 9-10, 2005 at the Marriott Indianapolis East Hotel, Indianapolis, IN. For info: Mark Newland, 317-232-5523, mnewland@indot.state.in.us.

ITS America 15th Annual Meeting & Exposition, May 2-5, 2005, Phoenix, AZ. For info: LaShawn Rhoades, 202-721-4215, lrhoades@itsa.org.

12th World Congress on Intelligent Transport Systems, November 6 - 10, 2005, San Francisco, CA. For info: <http://www.itsworldcongress.org>.



RTA transit ITS update

The Regional Transportation Authority (RTA), in conjunction with its service boards (Chicago Transit Authority (CTA), Pace and Metra) are currently implementing a number of initiatives to improve transit service and reliability through the use of intelligent transportation systems (ITS) technologies.

These ITS transit projects include Active Transit Station Signs (ATSS), Transit Management Systems (TMS), Information Kiosks, and Parking Management Guidance Systems (PMGS). The ITS technologies provide current and potential travelers assistance in pre-trip planning, en-route evaluation, decision making, and post-trip navigation.

Active Transit Station Signs. Active Transit Station Signs (ATSS) are variable message signs designed to provide real-time "next train" arrival information in countdown format, as well as transit advisory messages like service delays at transit stations.

This demonstration project deployed ATSS on the platforms and entrances

of four CTA train stations: O'Hare Airport, Midway Airport, Cumberland Avenue, and Davis Street-Evanston. In addition to providing "next train" arrival information, the signs at Chicago's airports inform passengers of travel options to Chicago's central business district, including a comparison of estimated train and driving travel times. In June of 2004, the system passed the performance testing phase and has transitioned into the warranty phase of the program. Currently, an evaluation plan is being prepared.

Transit Management Systems. The Bus Arrival Information System (BusInfo) is the RTA's solution to providing reliable "next bus" information for its bus operating agencies: The CTA and Pace Suburban Bus. The system will be the focal

point for processing, storing and disseminating real-time bus service information to other transportation operators and the traveling public.

In 2003, the development of the data generation and route prediction processing capabilities of the system were initiated. During the summer of 2004, the system achieved its second major milestone of generating predictions, and the system acceptance review took place. The next phase of the BusInfo project is an interface design with other complementary ITS systems.

Parking Management Guidance Systems (PMGS). The RTA's pilot PMGS project will provide a method of communicating rail station parking lot space availability, guidance, and location information to potential transit motorists. The system will assist commuters in making informed travel choices and efficiently locating open parking spaces. The information will be displayed through variable message signs located around the 80th Avenue Metra station in Tinley Park and the Hickory Creek Metra station in Mokena. The project is currently in the construction phase. □

For more information, contact Gerry Tumbali at tumbalig@rtachicago.org or 312-913-3251.

I-80 Corridor Action Team report

The Corridor Action Team, formed to help coordinate traffic management, incident response, and information sharing activities in the I-80 Corridor during the major reconstruction which began this year, has had an impressive debut. The major reconstruction of I-80 in Illinois and Indiana, coupled with construction on the Indiana Toll Road and the Chicago Skyway, meant a significant decrease in available capacity during peak traffic periods.

All agencies implemented traffic and incident management plans which provide a quick response in construction areas and notify adjacent authorities of any major problems. Additional staff was provided by the Chicago Skyway to monitor conditions. Traffic Management Centers of IDOT, INDOT and the Illinois Tollway placed special emphasis on the area to insure quick response. The GCM Gateway

Website initiated an I-80 Corridor page as a central clearinghouse for construction and travel information linking information from all agencies. Incident management in the border areas received special attention with agreements among agencies to respond across jurisdictional boundaries when it would provide the most expeditious solution to a problem. Additional portable dynamic message signs were deployed at critical locations approaching construction areas.

The Corridor Action Team met routinely via teleconference throughout the year to coordinate information and review response procedures. These meetings proved very useful in planning for changes in staging construction activities and refining response procedures. On a number of occasions when problems occurred and information was slow in being updated, TMC staff became more proactive in their response

by phoning the other agencies based on the contacts made as part of the Action Team work.

A draft of a procedures manual for portable dynamic message signs has been completed. Work was completed on coordination of ridesharing activities in the bi-state area, providing a seamless application process for trips between the states. Coordination plans are also being developed for the next construction season when additional work will be underway on the Dan Ryan Expressway and the Tri-State Tollway.

The Corridor Action Team concept is working well for this complex, multijurisdictional problem. The lessons learned should be useful in future projects and programs requiring coordination among agencies and jurisdictions in operating transportation facilities. □

For more information, contact Dan Shamo at dan_shamo@URSCorp or 317-636-7469.

News



MCTS tries "reality TV"

The Milwaukee County Transit System (MCTS) mounted a campaign to encourage riding the bus as a viable alternative to driving especially during times of freeway construction and high gas prices.

This past Summer, MCTS, in conjunction with the FOX SIX Wake Up News, staged a reality-based contest to promote the utility of bus transportation. The "Real Bus" as it was called, started out with five non-bus riding contestants who were each given four challenges that involved riding the bus for everyday purposes such as shopping or going to work. Each week viewers voted for the contestant they felt handled the challenge the best, while the contestant with the fewest votes was "kicked off" the bus until a winner was chosen. The winner received groceries for a year, airline and baseball tickets as well as a free bus pass for a year. More information can be found at <http://www.therealbus.com>.

RTA Multimodal Trip Planner System

The Regional Transportation Authority (RTA) submitted a proposal in late August of 2004 in response to the Federal Transit Administration's (FTA) Request for Proposals to develop a Multimodal Trip Planning System that combines transit trip planning with driving along with intercity trip planning. The project aims to demonstrate the technical and institutional feasibility of an integrated multimodal trip planner and lay the groundwork for successfully implementing regional multimodal trip planners in other regions.

The RTA will lead project development with participation from the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Center for Neighborhood Technology (CNT), and University of Illinois at Chicago Artificial Intelligence Laboratory (UIC).

The Chicago Multimodal Trip Planner System will integrate data from existing auto and transit planners, as well as real-time road and transit databases, to develop the core capability of a Multimodal Trip Planner System. The System will seek to empower travelers by providing them with a comprehensive decision support tool for choosing travel options that considers

convenience, efficiency, cost effectiveness, real-time information, and environmental implications.

Marquette Interchange project underway

The \$810M Marquette Interchange reconstruction project to redesign and rebuild the interchange is now underway with a targeted completion date of November 2008.

Recently, WisDOT unveiled the project website, which can be accessed at www.mchange.org. The website is very interactive, and has numerous tools that will help travelers drive through the Interchange. Among the Web site's features is a "Map-It" tool that allows drivers to enter specific route information. After the route information is entered, the "Map-It" tool provides an alternate route when lanes are restricted or ramps are closed.

Visitors to the Web site may also sign up for traffic alerts that appear on their desk top or via email when incidents occur that affect travel in the interchange. The Web site also has a traffic information map that provides travel speeds and other important real-time information. Visitors to the site are also able to read about the history of the interchange, view the final design and submit comments and ask questions about the project.

TRIPS helps travelers navigate Chicagoland

Chicagoland TRIPS (Traveler Resource and Itinerary Planning System) offers away-from-home access to interactive kiosks with information on attractions and events in the Chicago region, as well as trip planning, transit routes, and schedules.

The new service is being offered by the Regional Transportation Authority (RTA), in partnership with the Metropolitan Planning Council (MPC), City of Chicago, and Chicago Convention and Tourism Bureau.

Chicagoland TRIPS kiosks are available to the public at prime locations throughout the metropolitan region, including the Chicago Cultural Center, Midway Airport, Navy Pier, Pace Headquarters, Palmer House Hilton, RTA Customer Service Center, Shedd Aquarium, Union Station, Metra's Randolph Street Station, and Westfield Northbridge Shopping Mall.

TRIPS will link travelers to data bases that provide entertainment and event details. Users also will have access to the RTA's Itinerary Planning System, which includes schedules and routes for the three public transit operators in northeastern Illinois: Chicago Transit Authority, Metra and Pace.

"The RTA's work on the Chicagoland TRIPS kiosks is part of a concerted



effort to use technology to make travel information more accessible to the public," said RTA Executive Director Paula Thibeault. "The kiosks and the RTA's other ITS projects are sound investments that should help us attract more riders by making critical travel information readily available." The kiosks will undergo a six-month pilot phase to monitor their usefulness. The RTA will use this data to evaluate plans to expand the kiosk project.

"The goals of TRIPS are to relieve congestion and increase tourism by making it easy to take public transportation and putting detailed information about regional attractions at people's fingertips," said Peter Skosey, MPC vice president of external relations. □

For more information, contact Gerry Tumbali at tumbalig@rtachicago.org or 312-913-3251.

ITS Midwest membership

Membership in ITS Midwest is open to corporations, companies, government agencies, universities, and other organizations and individuals with an interest in ITS development and deployment. Paid members of ITS America are entitled to up to three free chapter memberships and may select ITS Midwest as one of their free chapters.

A qualifying organization which is not a member of ITS America may join the ITS Midwest chapter for \$150 per year. Organizations belonging to ITS America which have used up their complimentary chapter memberships may also join for \$150. Individuals not affiliated with an organization willing to join ITS Midwest may become a member for \$50 per year.

Chapters like ITS Midwest play a key role of outreach, education, and support for ITS technical and planning activities. ITS Midwest also provides a forum for planning and support of the GCM Priority Corridor. **Join ITS Midwest today and play a role in shaping our future transportation systems!**

ITS Midwest Members:

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Indiana DOT
NOVA Corp.
International Road Dynamics
Iron Mountain Systems
Iteris Inc.

Jacobs Civil
Kimley-Horn and Associates
Lake County Division of Transportation
Ligas Consulting
MasTec North America
Mid-West Truckers Assoc./D. Schaefer
Motion Maps/R. Winick
Motorola Inc.
National Engineering Technology Corp.
NAVTEQ
Ohio State University
Oklahoma DOT
Pace Suburban Bus
Parsons Transportation Group, Inc.
PB Farradyne Inc.
Purdue University
Regional Transportation Authority
Schneider National
TAPCO
Traffic Control Corp.
TransCore
TranSmart Technologies Inc.
TRW Inc.
University of Illinois at Chicago
University of Illinois at Urbana Champaign
URS Corp.
Westwood One (Metro Networks)
Weiland Consulting Co.
Wight & Co.
Wilbur Smith Associates
Wisconsin DOT
Wisconsin ITS Alliance
Wilson Consulting
Ygomi LLC

For further information about joining and the benefits of membership in ITS Midwest, please contact Jeff Hochmuth at jhochmuth@wilbursmith.com. □

ITS MIDWEST

The Intelligent Transportation Society of the Midwest
A regional chapter of ITS America including the states of
Illinois and Indiana



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Express Lanes is the newsletter of the Intelligent Transportation Society of the Midwest and the GCM Corridor Coalition. Contributions of general interest to our readers are encouraged, including news from members, upcoming events, articles on technology,

research and deployment projects, and other ITS-related information.

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