

ITS MIDWEST & GCM *Express Lanes*

PRESIDENT'S MESSAGE

Welcome to Chicago



BY JEFF HOCHMUTH

The membership of ITS Midwest has been working hard for the last two years in anticipation of the 2002 ITS World Congress. I know everyone has given their best effort to take advantage of this great opportunity. We are all especially proud of the Sunday Night Welcoming Reception. This is a great opportunity to give World Congress attendees a warm Midwestern welcome.

This edition highlights the various accomplishments of our membership. It is impossible to list all of them, as our member states -- Illinois, Indiana, and Wisconsin -- have been real ITS pioneers in the U.S. Many of the ITS Midwest members have been practicing ITS well before the term was coined. The Illinois DOT Traffic Systems Center is the grandfather of them all, beginning its initial surveillance west of downtown Chicago over 40 years ago! It's this long history, combined with a fresh energy to pursue new ideas, that makes working in the ITS Midwest region so exciting. We expect even greater things in the coming years.

Another great success is the Gary-Chicago-Milwaukee (GCM) Priority ITS Corridor. The agencies within this 16-county corridor stretching from Gary, Indiana to Milwaukee, Wisconsin have served as an inspirational

example of how multiple agencies can cooperate and work together across many boundaries. The GCM logo and name should be very prominent during the World Congress.

ITS Midwest has dedicated itself to making this organization a leader within the industry, and one that provides valuable services to our membership. We are well along in developing a new long-term strategy and encourage everyone's participation. We are also updating the bylaws and developing a detailed financial plan to provide a springboard from our current strong position. It is our main focus to find ways to promote and advance the industry within this region.

I encourage you to watch for developments at our new website, www.itsmidwest.org. The web site committee is working very hard to improve upon this tool and make the site as useful as possible. Suggestions for improvements are always welcome.

ITS Midwest has an extremely bright future ahead. I look forward to the opportunity to work together to make our industry stronger than ever. As always, if you have any questions or suggestions, please email me at jjh@iteris.com. And please, enjoy the World Congress! □

Chicago Lakefront



World Congress
Special Issue



ITS MIDWEST

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



September 2002 Volume 7.3

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

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Inside this issue

2 RECEPTION

2 TOURS

3 ILLINOIS

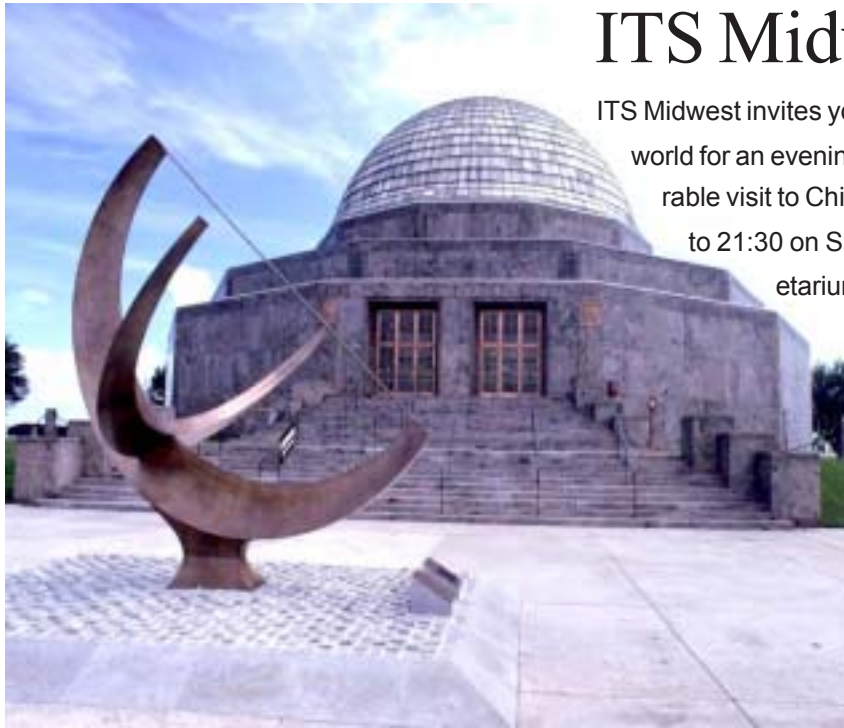
5 INDIANA

7 WISCONSIN

9 NEWS

9 CALENDAR

10 MEMBERSHIP



ITS Midwest Reception

ITS Midwest invites you to mingle with industry leaders from around the world for an evening reception and star-gazing to kick-off your memorable visit to Chicago. The ITS Midwest reception will be from 18:30 to 21:30 on Sunday, October 13th at the historic Adler Planetarium on Chicago's beautiful lakefront.

The entire museum will be open for private viewing, including use of the main telescope and drinks in the Zeiss star projector room. Attendees can also take a virtual voyage of discovery under the dome of the world's first virtual-reality space environment — the StarRider™ interactive 3-D theater.

The Planetarium is a short walk from downtown through the park and museum campus. Shuttles will be available to transport guests from the hotels. The reception is open to all Congress attendees for a small additional charge. □

Technical Tours

The Midwest has been a pioneer in the development and deployment of Intelligent Transportation Systems in the U.S. World Congress delegates are invited to visit the state-of-the-art facilities in and around the Chicago area.

Tours will be offered Monday, October 14th through Thursday, October 17th for a nominal fee, departing from the Lakeside Center. Tours include:

GCM Gateway Travel Information System (TIS) and Illinois Department of Transportation Communications Center, Monday 1300-1630, Tuesday 0900-1230, Wednesday 0900-1230 and 1300-1630.

Illinois Department of Transportation Traffic Systems Center, Monday 1300-1530, Tuesday 1300-1530, Wednesday 0900-1130, and Thursday 0900-1130.

Illinois Department of Transportation Emergency Traffic Patrol Headquarters, Tuesday 1000-1200 and Wednesday 1300-1500.

Chicago Transit Authority Control Center, Tuesday 1000-1200, Wednesday 1300-1500, and Thursday 1300-1500.

Metra Consolidated Control Facility (CCF), Tuesday 1330-1530 and Wednesday 1000-1200.

Illinois Tollway Traffic and Incident Management Center, Tuesday 0900-1230, Wednesday 0900-1230, and Thursday 1300-1630.

Chicago 911 Emergency Communication Center Tour, Monday 1300-1500, Tuesday 1300-1500, and Wednesday 1330-1530.

City of Chicago Interim Traffic Management Center, Tuesday 1330-1530, Wednesday 1330-1530, and Thursday 0930-1130.

Indiana Department of Transportation Borman Traffic Management Center, Monday 1300-1600, Tuesday 0900-1200 and 1300-1600, and Wednesday 1300-1600.

Southeastern Wisconsin ITS, Wednesday 0800-1700 and Thursday 0800-1700.

O'Hare International Airport Operations Center,

Thursday 1300-1645.

United Parcel Service Chicago-Area Hub/Burlington Northern Santa Fe Rail Freight Center, Tuesday 0900-1200, Wednesday 0900-1200, and Thursday 0900-1200.

Pace Intelligent Bus System, Wednesday 1000-1200 and Thursday 1000-1200.

Chicago River



Intelligent Transportation Systems Enrich Lives in Illinois

Transportation in Illinois has been *smart* for over four decades.

Illinois has been a leader in the development and deployment of Intelligent Transportation Systems (ITS) in the U.S. ITS began in the Chicago area as early as 1960 when the Illinois DOT Traffic Systems Center (TSC) established one of the first real-time expressway surveillance and management systems in the world. The detectors, ramp meters, variable message signs, and highway advisory radio systems of the TSC have been operated continuously ever since. Over these decades, strong public-private partnerships have helped to improve the travel experiences of millions of metropolitan expressway system users, making their work, school, business, and pleasure trips easier and safer. These systems exemplify the “Enriching Our Lives” theme of the 9th World Congress being held in Chicago October 13-17, 2002.

Illinois learned very early that the effective use of technology could provide mobility, accessibility, productivity, and safety benefits to enrich the lives of all who rely on and use its extensive, multi-modal transportation system every day. Since then, technology has been an important tool of transportation operators in Illinois. Illinois agencies have deployed an array of ITS to improve the operation and performance of its highway and transit, urban and rural, passenger and freight transportation systems. The breadth of this commitment and use of technology is best illustrated by the variety of ITS projects underway throughout Illinois.

Illinois truly is the transportation crossroads of America. It is the hub of the interstate highway system, the continental rail freight system, the national aviation system, and the inland waterway system. Its location places unique demands on the transportation system in general and ITS in particular. Illinois is a key partner in several multi-jurisdictional coalitions focused on the integrated use of transportation and communication technologies. These include the Gary-

Chicago-Milwaukee (GCM) ITS Priority Corridor with Indiana and Wisconsin in a 16-county urbanized region centered on Chicago; the Gateway Guide partnership between Illinois and Missouri in the St. Louis metropolitan area; as well as partnerships with Iowa in the Quad Cities, and with Wisconsin in the Rockford/Beloit metro area. In addition, Illinois has 12 major metropolitan areas and a vast heartland of rural areas where ITS is being deployed.

The Gateway Traveler Information System (TIS) is the core system that facilitates the integration and interoperation of ITS within the urban GCM Corridor. The Gateway collects transportation related information from geographically dispersed systems, validates and fuses the information collected, and disseminate it to public and private partners and the general public at www.gcmtravel.org. The information handled by the Gateway includes both incidents and planned events that affect traffic operations; data from field devices such as vehicle detectors, cameras, variable message signs, highway advisory radio, and weather sensor stations; as well as derived traffic measures such as congestion, travel times, and speeds.

The Gateway interfaces with traffic management centers, transit operators, emergency dispatch centers, police and fire departments, weather systems, and traveler information service providers. The foundation of the Gateway is the Common Object Request Broker Architecture (CORBA) for Center-to-Center (C2C) communications. The object-oriented Gateway is based on ITS stan-



State of Illinois

dards such as Location Reference Message Sets (LRMS), Traffic Management Data Dictionary (TMDD), Message Sets for External Traffic Management Center Communications (MS/ETMC2), and other emerging ITS standards. The Gateway system design has pioneered the effort to develop a full set of CORBA-based corridor-wide standards to support C2C Advanced Transportation Information Systems. The Central Gateway and Illinois Gateway hubs integrate GCM and Illinois ITS components. The Gateway is expected to become an increasingly important tool to link the many ITS projects in Illinois into a statewide infostructure network.

The IDOT District 1 ComCenter operates 24 hours a day/seven days a week in the six county metropolitan Chicago area. The ComCenter manages the redesign and integration of an expanding CCTV network, operates the advanced REVLAC system for control of the reversible lanes on the Kennedy Expressway and the Roosevelt Road access ramp on the Eisenhower Expressway. Upgrade of the ComCenter is



nearing completion and includes an advanced computerized, two-way radio control system, 13 large format plasma displays and a new video wall for congestion, weather radar, and live traffic video display. A SONET-based fiber optic/microwave transceiver telecommunications infrastructure is being deployed in stages.

The IDOT Emergency Traffic Patrol (ETP) is a key component of the incident management services on the regional expressway system. The ETP is a 24-hour patrol operation and the "Minutemen" provide over 100,000 assists annually. The fleet of 35 patrol trucks is equipped with advanced technology "quick-tow" devices to reduce response times and enhance safety for the operator and the motorist. In the near future, vehicle location and data communication systems will help the ETP operate even more effectively as an integral component of the regional expressway management team.

Illinois is using ITS to improve transit operations, service, and information. The Regional Transportation Authority (RTA) and its service boards, the Chicago Transit Authority (CTA), Metra, and Pace, are jointly pursuing several advanced transit technologies including: the regional Itinerary Planning System to assist both RTA Travel Information Center telephone agents and transit customers on the web at www.rtachicago.com, Active Transit Station Signs to give riders next train information at O'Hare and Midway airports, Cumberland Avenue and Davis Street stations on the CTA, the BusInfo system for bus arrivals/departures, the Parking Management Guidance System at Metra commuter rail stations, Transfer Connection Protection, Regional Transit Signal Priority, Multi-Modal Traveler Information Kiosks, CTA's BusWatch and Rail Service Management System for service management and emergency communications, the Pace Intelligent Bus System, and the Metra Train Information Management System. These advanced systems will be linked through the Illinois Transit Hub as an integral part of the Gateway TIS.

The Illinois Tollway has deployed the I-PASS electronic toll collection system.

Over 835,000 I-PASS transponders have been issued, with 125,000 of these going to commercial vehicle operators. All 65 mainline and ramp toll plazas on the 274-mile Tollway system are equipped with I-PASS. Five plazas have I-PASS Express lanes where vehicles travel at posted speeds through a "virtual" toll plaza. Truck I-PASS Only lanes are in operation at six mainline plazas, Car I-PASS Only lanes are in operation at eight mainline plazas. In August 2002 there were over 23 million I-PASS transactions per day. The Tollway operates eight Dynamic Message Signs and 78 roadway traffic cameras in addition to the CCTV used for toll collection monitoring. The Tollway is completing implementation of a Traffic and Incident Management System (TIMS) to improve operations as well as provide real-time traffic information to its customers, to the media, and to the Gateway. A significant feature of the TIMS is its integration with the Illinois State Police-District 15 Computer Aided Dispatch (CAD) system, the first time CAD and advanced traffic management systems have been integrated in this manner.

ITS has been deployed to support commercial vehicle operations throughout Illinois. Over 1.75 million commercial vehicles are electronically weight screened annually in Illinois. All 20 of the permanent weigh stations on the Illinois interstate system are equipped with PrePass and Weigh-in Motion (WIM). The concept of the Illinois Electronic One-Stop Shopping (EOSS) initiative is to create an on-line system to facilitate commercial vehicle credentialing and permitting procedures including collection of payments and fees, and to provide an information base for monitoring and enforcing safety, fitness, and taxation requirements. Under EOSS, Illinois will design, construct, deploy, operate, and maintain a Commercial Vehicle Information System and Network (CVISN) to integrate and support CVO activities including the Illinois Commerce Commission's Single State Registration System (SRSS), the Illinois Secretary of State's International Registration Plan (IRP), the Illinois



Active Transit Station Signs give riders next train information.

Department of Revenue's International Fuel Tax Agreement System (IFTA), and the Illinois DOT's Oversize/Overweight Permit System (OS/OW). In addition, Illinois Commerce Commission Police equipped with the Illinois Wireless Information Network (IWIN) mobile computers are able to access real-time motor carrier safety and fitness information.

Illinois will be the first state in the nation to deploy a statewide Interstate Rest Area Security System. Five to six security cameras and between two and five emergency call boxes will be placed at each of the 53 interstate rest area sites. The security system will improve safety for the more than 33 million people who use Illinois rest areas annually. The video system will integrate the security activities of the Illinois DOT, Illinois State Police, and other law enforcement agencies.

Finally, 511 is referred to as the "face of ITS". Illinois recognizes the importance of making the information provided through its extensive ITS network and facilities accessible to customers. Illinois DOT is committed to working with its partners to develop a strategy and concept for a statewide 511 system. Illinois 511 will integrate the information resources described above into a tool to provide comprehensive, real-time traffic, transit, weather, road condition, and special event information to travelers to help make their trips in Illinois enjoyable and safe. □

For more information, please contact David Zavattono, IDOT, ZavattonoDA@nt.dot.state.il.us.

Using Technology to Improve Travel in Indiana

Indiana is committed to using all available tools to improve the operations, safety, and efficiency of its transportation network. From improvements on specific roadways to developing new statewide communications networks, the Indiana Department of Transportation is developing new technological solutions to deal with existing problems. Under the TrafficWise banner, the Department is spearheading efforts to mainstream technology solutions and add them to the planner's and engineer's tool chest.

A wide variety of projects have been undertaken to date. Most of these efforts have been in the area of traffic management, information services and motorist assistance. Programs have been put in place based on local needs, and yet considering the desire for uniformity in how problems are addressed and solutions implemented. The implementation of highway advisory radio and dynamic message signing programs is predicated on the use of hardware and software which is uniform statewide. The expert systems developed for traffic management can be operated from either of the Department's major traffic management centers to insure continued operation even when one center is not online. A network of virtual weigh stations and inspection facilities is being developed throughout the state to improve commercial vehicle operations and enforcement. In the Louisville, Cincinnati, and Chicago metropolitan areas adjacent to Indiana's borders, the Department has taken a proactive role to work

with local and state transportation agencies in Ohio, Kentucky, and Illinois to insure motorists receive reliable travel information and motorist assistance when necessary.

Within Indiana, the Department is working with law enforcement and emergency service providers to insure state-of-the-art response and communications systems are put in place. The Hoosier Helper program of emergency patrol and assistance vehicles is an important component of incident management on freeways in the major urbanized areas of the state.

Among the many technology initiatives which are being undertaken in Indiana, the following three exemplify the variety and comprehensiveness of the overall program.

Project Hoosier SAFE-T (Safety Acting For Everyone - Together)

Project Hoosier SAFE-T is a joint effort of Indiana's local, state and federal public safety agencies to develop and implement a voice and data communications system to improve communications capabilities among all cooperating agencies. The initiative, which began in 1997, had as its goal the development of the state-of-the-art shared communications system which allows individual agencies to maintain autonomy. The implementation of the system is being guided by the Integrated Public Safety Commission, the state agency created in 1999 by the Indiana General Assembly, whose



mission is to improve coordination among public safety agencies.

Implementation of Hoosier SAFE-T began in earnest with a selection of Motorola as prime contractor and system integrator. An 800 MHz voice radio and mobile data communications system was chosen for implementation. The selection was based on the long range goal of creating an interoperable communications platform to enable all levels of government involved in public safety to communicate reliably and efficiently anywhere in the state. The planned voice system will operate in dual modes, both analog and digital, enabling agencies to use their existing voice radios on the new statewide backbone. The first phase of the system is under development and will include five sites for voice and data communications.

Funding for implementation is being provided from a variety of sources. Portions of the funds have been made available from discretionary Intelligent Transportation System funds under the federal Intermodal Surface Transportation Efficiency Act. To date, \$1.7 million has been made available from this source. In addition to helping fund Project Hoosier SAFE-T, the Indiana Department of Transportation will also be a major user of this new system.

Indiana Toll Road Develops ITS Plan and Begins Implementation

The Indiana Toll Road has had a long history of effective traffic management. The diverse nature of the toll road, from its role as a rural interstate roadway in the eastern portion of the state to its commuter and freight handling orientation in the Gary/Hammond/East Chicago area, creates a challenge to ensure safe and effective operations with its wide variety of users.

The Toll Road has created a Plan for Implementation of Intelligent Transportation System components. The plan addresses issues including toll plaza operations, incident identification and management, communications, and motorist information. Working with other units of the Indiana Department of Transportation, the Toll Road has begun implementation on key traffic management components.

New infrastructure has been provided at toll plazas to increase the operating efficiency and minimize customer delay. Touch screen displays have been provided to toll collectors to improve operating efficiency. Fiber optic installation at plazas is being undertaken to facilitate improved video and data communications.

The Toll Road has expanded its working relationship with the Borman Traffic Management Center to facilitate improved incident response and motorist information. Seven new portable dynamic message signs have been purchased and will be available to provide information to users regarding conditions on the Toll Road and adjacent roadways. The Borman Center will act as a hub to provide information to and from the Gary-Chicago-Milwaukee Gateway Traveler Information System.

Future efforts will focus on expanded video capabilities, improved toll collection, and expansion of motorist assistance and incident management services.

Indiana's Traffic Management Centers

In the late 1990s, the Indiana Department of Transportation began the development of traffic management centers in Gary and in Indianapolis. These two centers are being developed using compatible software and will be serving as hubs for traffic operations statewide.

The Borman Traffic Management Center in Gary was the prototype design. It contains facilities to house and operate the Hoosier Helper incident management program; provides the control room for freeway traffic management; and contains an office for the state police. Electronically, it is linked to Indianapolis and numerous evolving traffic operations functions throughout the state. The Borman Center also serves as the prime Indiana conduit for information to and from the Gary-Chicago-Milwaukee Gateway, a multi-state initiative aimed at improving operations in the southern Lake Michigan corridor.

The Indianapolis Traffic Management Center will serve a similar function for the state's largest urbanized area. It will also provide traffic management coordination with emerging projects in the southern half of Indiana. The Indianapolis center will be unique in that it will also house the state police post for the Indianapolis area. This co-location of traffic management and police staff is expected to provide a synergy to more effectively deal with major transportation incidents.



Indianapolis dynamic message sign (top) and Borman Traffic Management Center (bottom).

Both centers will operate video surveillance cameras along all major interstate highways in their respective areas, as well as traffic detection equipment to provide congestion and speed information. The expert systems software, developed for the centers by Iron Mountain Systems, has the capability of converting raw data to messages to be displayed on dynamic message signs or on highway advisory radio without human intervention. Coordination with state police and Hoosier Helper vehicles is an important component of the centers. The state police and Hoosier Helpers will have the capability of using this software to provide immediate information to the motoring public.

Work has begun in areas such as Fort Wayne, Evansville, South Bend, and Kokomo to provide dynamic message signing in critical areas where congestion can be relieved by diverting traffic to other expressway type facilities. □

For additional information, please contact Mark Newland, INDOT, mnewland@indot.state.in.us.

SmartWays: Wisconsin's Intelligent Transportation System

SmartWays makes transportation in Wisconsin safer, more reliable, and more efficient.

SmartWays' systems apply advanced technologies to keep track of all aspects of the transportation network and make real-time information easily accessible to travelers. They are crucial in meeting the surface transportation needs of Wisconsin's urban regions. Moreover, SmartWays makes use of the transportation network already in place across the state to improve travel.

SmartWays provides numerous benefits. Detailed information provided about current travel conditions and times in urban regions enables travelers to make informed travel decisions. Agencies are able to respond faster and more efficiently to interruptions in travel caused by emergencies, accidents, breakdowns, weather and increased congestion. Reduced congestion improves air quality, decreases noise pollution and lowers fuel consumption. Finally, trucks and other commercial vehicles are able to move through urban regions with minimal delays, helping the freight industry maintain lower costs to consumers. The benefits of SmartWays contribute to and enhance the economic viability of the state.

Major components of SmartWays include: MONITOR (Milwaukee Freeway Traffic Management Center), and TIME (Traffic Incident Management Enhancement).

MONITOR

MONITOR is a computerized system that collects data through the use of electronic detectors, closed circuit television cameras, ramp meters and variable message signs. MONITOR is designed to improve the safety and efficiency of the Milwaukee freeway system by reducing incidents and relieving traffic congestion.

MONITOR is operated from the WisDOT Traffic Operations Center

(TOC), located in downtown Milwaukee. In the control room, operators alert media and the public of any problems on the freeway system by providing information to radio, television and news service organizations.

MONITOR components include:

- Traffic Operations Center
- Embedded pavement detectors
- Ramp meters
- Variable message signs
- Traveler Advisory Radio
- Trailblazer signs
- Service patrols
- Closed circuit television cameras

TIME

Traffic Incident Management Enhancement (TIME) is a coordinated approach to reducing the negative effects of traffic incidents. The TIME program focuses on three main goals:

- 1) Improving and enhancing freeway incident management, including reducing the time to detect, verify, and clear traffic incidents.
- 2) Improving freeway safety by reducing the number of traffic crashes, protecting the emergency response personnel, improving response to hazardous materials incidents, reducing the response time of emergency medical services, and educating drivers to improve their reaction to traffic incidents.
- 3) Enhancing the quality and efficiency of freeway travel by using existing freeway capacity to its fullest extent, providing more information to travelers, improving traffic management during traffic incidents, and reducing vehicle emissions and improving air quality.



State of Wisconsin

TIME initiatives include:

Expanding the current MONITOR freeway traffic management system — which consists of Closed Circuit Television (CCTV) cameras, variable message signs, ramp meters and vehicle detection devices to serve as a foundation and tool for freeway surveillance and traveler information.

Modernizing arterial traffic signals to develop freeway corridors that respond automatically to freeway incident traffic diversion.

Establishing freeway safety patrols, including law enforcement or tow truck patrols to relocate traffic incidents off the freeway.

Developing educational programs for emergency responders, which includes training sessions and educational materials to encourage uniformity of response procedures for incident handling.

Creating educational programs to better inform drivers on how to avoid incidents, what to do in an incident during planned events, and how to make use of available technology to travel more intelligently in a multi-modal system.

Building Crash Investigation Sites, which are safe areas for stranded motorists or for people involved in a crash to exchange insurance information and receive help from law enforcement.

Implementing Enhanced Reference Signs, which are reference markers at 0.1 mile spacing to aid motorists in reporting incidents.

Improving safety for motorists and emergency respondents, reducing

secondary crashes and decreasing duration when an incident occurs along the freeway or expressway as part of the incident clearance law.

Additionally, to ensure the successful implementation of the solutions and continued evolution of the TIME program, the blueprint identifies the following three critical organizational strategies:

- 1) Maintain a regional inter-organizational structure to support traffic incident management by retaining multi-agency involvement.
- 2) Coordinate traffic incident management with highway construction projects, transportation plans, and corridor studies.
- 3) Implement an ongoing traffic incident management evaluation program.

Emergency transportation preparedness and response workshop, Milwaukee, WI

911 call: iim at I-94 near Oklahoma Avenue. There's been an explosion. People are running from their cars. There's a large amount of smoke coming out of several tank cars that derailed on the tracks near the site of the explosion. There are people collapsing outside of their cars. There's green and yellow smoke all around us. I can't see very well. Send help now. i

What would happen if this 911 call was real and terrorists were attacking Wisconsin's transportation system?

According to a 1991 U. S. State Department report, 20% of all violent attacks worldwide were against transportation targets; by 1998, 40% involved transportation targets, with a growing number directed at bus and rail systems. Attacks on the World Trade Center and Pentagon using hijacked airliners emphasizes the need to plan for an unfortunate new reality – well-financed, well-organized and ruthless terrorism directed toward transportation systems.

The Federal Highway Administration (FHWA) sponsored an emergency transportation preparedness and



MONITOR elements include (clockwise from bottom right) service patrols, traffic operations center, and variable message signs.

response workshop in Milwaukee to address this very subject. The workshop assisted local transportation and emergency response officials to improve approaches to response and recovery of critical transportation functions. Participants worked through a challenging scenario, highlighting the roles of emergency management, public safety and transportation planning/operations.

A presentation by Shelley Row, Director of the Office of Transportation Operations for US DOT, focused on the recovery of transportation systems in New York City on September 11th. Row shared lessons learned and emphasized that communication was the key to solving challenging problems during a traumatic time in our American history.

TIME to be recognized

TIME was recently selected for an ITS America "Best-of-ITS" award in the Partnership Deployment category. Lead by the Wisconsin Department of Transportation (WisDOT), TIME is a regional, multi-agency, multi-disciplined program that is helping to improve freeway safety and efficiency. TIME also serves as the institutional foundation for ITS deployment throughout southeastern Wisconsin.

TIME's Project Manager, Steve Cyra (HNTB-Milwaukee), accepted the award on behalf of WisDOT and the

TIME partnering agencies at the ITS America annual awards gala on April 30th in Long Beach, CA. In the event's welcome address, Larry Yermack, Chairman of ITS America, noted, "Tonight we honor the best-of-the-best. These are programs that our judges said made a measurable and substantial impact in the quest for a better transportation system for our country during 2001. These are intelligent transportation systems that are in place, that are working, and that we are proud to showcase."

In his award acceptance speech, Mr. Cyra added, "For traffic incident management to be truly effective, it must be a partnership, one where interagency relationships are paramount to its success. This award is really about the teamwork of public safety and transportation agencies and individuals who work so hard everyday to make our nation's roadways safer for all of us."

The TIME Program is quickly becoming a model for traffic incident management programs across the nation. Locally, TIME has, and will continue to play a critical role in effective transportation operations as it supports major upcoming events such as the Harley-Davidson 100th Anniversary and the reconstruction of the Marquette Interchange.

John Corbin, WisDOT Project Manager, sums it up by saying, "TIME solutions have to be viable for years to come. Our approach of developing relationships between agencies that often work independently has been the most valuable. We are embracing the (traffic incident management) solution because we believe we are helping to make our community more livable for the future." □

For more information, please contact Phil DeCabooter, WisDOT, phil.decabooter@dot.state.wi.us.

News



ITS Architecture Compliance Course

The Regional Transportation Authority (RTA) is hosting the National Transit Institute's course entitled "Complying with the FTA's Policy on ITS Architecture Consistency." The one-day course will provide an understanding of the ITS Architecture policy and describe the policy's impact on transit planning and development. The course will also describe the practical benefits of conformance and provide guidelines for meeting policy requirements. Transit technical managers and supervisors involved in project planning, development, deployment, operations and maintenance; representatives from planning agencies and MPOs working on regional and local ITS architecture; and state and federal transportation professionals involved with ITS deployment are encouraged to attend. The course is free to employees of federal, state, and local governments. The course will be held on October 9, 2002 at CATS, 300 W. Adams, Chicago.

For more information, please call NTI directly at (732) 932-1700 or visit www.ntionline.com.

Workshop on ITS Implementation

The RTA is also the local host for the American Public Transportation Association (APTA) 7th ITS Best Practices Workshop. The workshop series features current topics in ITS implementation and best practices from the U.S. and abroad. This year's workshop will focus on electronic security and safety procedures, with presentations by federal officials, managers of operating systems, transit planners and security experts from around the world. Overseas speakers are expected to include representatives

of the Paris Transportation Authority, the Berlin Public Transit Corporation, the Moscow Underground Transit Security Department and an Israeli transit security expert. The two-day workshop will be held at the Doubletree Rosemont Hotel, next to Chicago's O'Hare International Airport, on October 17 and 18, 2002.

For further information, please contact APTA directly at (202) 496-4833 or visit www.apta.com.

Real-Time Transit Information Coming to Chicago's Airports

Travelers at Chicago's airports will soon be able to find out when the next CTA train will be departing and what highway conditions exist near the airport as easily as they can monitor the arrival and departure times of incoming flights.

The Regional Transportation Authority (RTA) and the Chicago Department of Aviation (CDOA) are installing electronic message signs at both O'Hare International and Midway airports. The signs provide real-time transit and traffic information on a demonstration basis at locations in some of the baggage claim and passenger corridors at the airports. The electronic signs are part of a traveler information system called InfoTrans, which is an extension of the Active Transit Station Signs (ATSS) system developed by the RTA. InfoTrans represents the latest phase of the RTA's multi-modal traveler information program. The signs for the first project should be installed this month.

For further information, please contact Gerry J. Tumbali, Regional Transportation Authority, (312) 917-0750, tumbalig@rtachicago.org.

Executive Committee Meeting

On July 18, 2002, the GCM Executive Committee met at the 2002 Mississippi Valley Conference in Chicago, Illinois. Members present included Thomas Carlsen, WisDOT Acting Secretary, Kirk Brown, IDOT Secretary, Bryan Nicol, INDOT Commissioner, Christine Johnson and John

Baxter, FHWA, the Coordination Work Group, and others. The Executive Committee reviewed the progress in the GCM Corridor over the last year and reiterated its commitment to support funding applications for GCM on a case-by-case basis. Jeff Hochmuth of ITS Midwest invited all members of the committee and their staff to attend the 2002 ITS World Congress.

The chair of the Executive Committee rotates annually, and the new chair is Bryan Nicol. This year's FHWA representative is Norm Stoner. The next Executive Committee meeting is tentatively scheduled for the fall.

URS Contract

URS Corporation was selected for the new two-year GCM ITS Priority Corridor Program Management contract. TranSmart Technologies and Iteris, Inc. are subcontractors.

Safety and Security Work Group

An organizational meeting of the GCM Transportation Safety and Security Work Group was held on July 18, 2002. Jeff McSpaden, FHWA, and Mark Ormsby, Southeast Region Wisconsin Emergency Management, are leading the efforts. The group worked on determining its scope and defining its mission. Another organizational meeting was held on September 18.

Executive Director

Dan Shamo of URS will fill the newly created position of GCM Executive Director, which will serve as a central point of accountability, advocacy, and information for the GCM Corridor. The Executive Director will travel to state and national capitols to inform legislators and key officials of the importance of the GCM Corridor, produce and administer an advocacy plan, and prepare a funding strategy for each project, among other responsibilities. Dan Shamo worked for INDOT for 29 years and was the INDOT representative when the GCM Priority Corridor was first designated.

Buckingham Fountain



Calendar of Events

Course "Complying with the FTA's Policy on ITS Architecture Consistency," October 9, hosted by RTA. For info: (732) 932-1700 or visit www.ntionline.com. (See news article above.)

ITS Midwest Reception for the 9th World Congress, 6:30 pm to 9:30 pm, October 13, 2002, Adler Planetarium, Chicago. For info: Ken Jonak, 847-705-4117, jonakka@nt.dot.state.il.us.

9th World Congress on ITS, October 14 - 18, 2002, McCormick Place, Chicago. For info: www.itsa.org/worldcongress.

APTA 7th ITS Best Practices Workshop, October 17 and 18, Doubletree Rosemont Hotel near Chicago O'Hare. For info: (202) 496-4833 or visit www.apta.com. (See news article above.)

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. Members of ITS America are entitled to up to three free chapter memberships, based on their ITS America dues.

A qualifying organization which is not a member of ITS America may join the ITS Midwest chapter for \$245. Organizations belonging to ITS America which have used up their complimentary chapter memberships may also join for \$245. Individuals may also join for \$100 if their employer is not a member of ITS Midwest. For complete rules and costs, visit the ITS Midwest web site at www.itsmidwest.org.

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!**

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

ITS MIDWEST

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



How to reach us...

Please address all publication inquiries, comments, suggestions, and contributions to: Tom Ewing, Editor, ITS Midwest, c/o Argonne National Laboratory, 9700 S. Cass Avenue, TD/360, Argonne, IL 60439. Express Lanes may also be reached at:

- ♦ Telephone: 630-252-5455
- ♦ FAX: 630-252-4007
- ♦ email: ITSnews@anl.gov

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.

For information on ITS Midwest, visit our website www.itsmidwest.org, or contact Jeff Hochmuth, 630-926-1487.

For information on GCM corridor activities, visit the GCM website www.gcmtravel.org, or contact your local DOT representative or the URS/BRW consulting team:

Illinois DOT:
David Zavattero, 847-705-4800
Chuck Sikaras, 847-705-4800

Indiana DOT:
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