

# 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, Indiana, Wisconsin



June 2001 Volume 6.2

## 2001 Annual Meeting Held at Chicago Auto Show



Photos: EWING

President Adrian Tentner opens the ITSMW Annual Meeting (left), which was held at the Chicago Auto Show (above).

ITS Midwest held its 2001 Annual Meeting at McCormick Place during the Chicago Auto Show on February 15th. Although ITSMW has held its semi-annual meetings at the auto show for a number of years, this marked the first time that the organization's major event was held there.

According to Adrian Tentner, starting with 2001, the ITSMW board decided that the annual meeting would be held in Chicago each year at the auto show. This avoids summer vacation conflicts, plus the Chicago Auto Show has proven to be a popular draw. Registered attendees received complimentary passes to visit the auto show following the meeting.

Because of the reduced planning time available following last year's meeting, which was held just eight months earlier, this year's event was shortened to a one-day meeting. The abbreviated format was achieved primarily by eliminating the technical tracks and exhibit area that have been a traditional part of ITSMW annual meetings. These features will likely be restored in future annual meetings.

Attendees heard updates on ITS projects in Illinois, Indiana, and Wisconsin, as well as the status of the national program. The featured morning speakers included Thomas Walker, Commissioner of the Chicago Department

of Aviation and ITS America Board member; John Collins, of traffic.com and past ITS America president; and Greg Hatcher of Mitretek. The luncheon speaker was Dennis Foderberg of Minnesota Guidestar and the Chicago 2002 Organizing Committee, who briefed attendees on the planning status of the 2002 Chicago World Congress.

During the business meeting, Jeff Hochmuth was elected the new president, succeeding Adrian Tentner (see *President's Message* on next page). Also confirmed on the slate were Joe Ligas, Treasurer; Gary Rylander, Secretary; and Phil DeCaboote and David Zavattero, Vice-Presidents. Elected to a two-year board appointment were Syd Bowcott, Sam Wolfe, Connie Li, Larry Henson, Rick Weiland, and Harry Voccola. ◦

Photo: EWING



Newly-elected ITSMW president Jeff Hochmuth (right) is congratulated by former-president Adrian Tentner (left), who guided the organization from its founding.

**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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**EDITOR-IN-CHIEF:**  
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## President's Message - "A call to arms!"

Working together, the world will be ours!



**B**efore I jump into the hornet's nest, let me express my appreciation on a couple of matters.

First is my appreciation for the support I have had in assum-

ing this role. I know the next two years may be two of the most important years for ITS Midwest, and I am ready and willing to take on the challenges to make these years successful.

Next, I would like to thank our past President, Dr. Adrian Tentner, for all his hard work and dedication. When I was writing my "message from the President" speech for the annual meeting in February, I began with a review of Adrian's accomplishments. Two items quickly jumped to mind. The first was that Adrian almost single handedly brought all of the parties together to form the chapter (one of the nation's first, and the first multi-state chapter). Second, although Adrian will be the first to share credit with others, he almost single-handedly secured the World Congress for Chicago. I doubt very much that any future President will accomplish more; we owe Adrian a large debt of gratitude.

Back to the hornet's nest; we all have a lot of work to do! The World Congress is likely to be a once in a career opportunity. I don't know when we will again have 7000-10,000 of our peers at our doorstep. While they are here we need to take full advantage of the situation. We are fortunate in many respects that ownership (and responsibility) of the show rests with ITS America. They are devoting many more resources to this event than we could ever hope to muster. But we have seized several

important sub tasks, including a Sunday night welcome reception, organizing all technical tours, creation of a Midwest virtual tour, and possibly more activities. The call for papers will be coming out soon, and the initial (very detailed) meeting announcement will be distributed at Sydney. Time is fleeting -- I call all of us to action on a few items.

First, we need to expand our staff membership. Affiliate members can now join for only \$20. Affiliate members also are now allowed to participate on Board committees. Since most Directors' time is limited, we will need many of these staff to be active. By pitching in together, we will get a more diverse outlook, more overall assistance, and no one will be over committed.

Second, we need to expand our company membership. The benefits of a larger membership are obvious: increased revenue, increased participation, increased diversity, and a stronger organization. We will never have a bigger carrot than we do right now. We need to start recruiting new companies and agencies to improve the long term health of the chapter.

Third, we need to get the most out of the World Congress. By most, I am specifically targeting recognition. The various members of ITS Midwest have accomplished much, and I am always amazed at how little the industry recognizes this. We will have the stage for a brief week, so we need to use it to the fullest potential.

I see the World Congress as a bullet train to the heart of the industry. If we don't get on board now, it's going to be a long walk to recognition. Our call to arms is clear. Each of us needs to recruit new members within our organization and from those organizations we deal with professionally.

Moreover, each of us must be prepared to commit resources (e.g., staff time, money, ideas, etc.) to the cause of the ITS Midwest World Congress. The costs are so little, and the payoff astronomical.

I know we are all busy, and I know how conferences can all too easily consume us. However, I can't think of a comparable situation where the payoff is so immediate and so assured. Working together, the world will be ours! o

*Jeff Hochmuth, ITS Midwest President, can be reached at [jjh@iteris.com](mailto:jjh@iteris.com).*

## Indiana Tollroad Plans ITS Initiatives

**W**orking jointly with other units of the Indiana Department of Transportation (INDOT), the Indiana Toll Road is developing an Intelligent Transportation System Plan to guide implementation of a variety of technology improvements in conjunction with the TrafficWise program. TrafficWise is Indiana's intelligent transportation system to make driving easier and safer, particularly in the state's major metropolitan areas.

Much of what is being considered for implementation in the Plan is built on the successes the Toll Road has achieved in providing a high level of incident management and motorist information services to its users. In developing the plan, the principal components of the TrafficWise program are being integrated. Included will be expansion of motorist assistance efforts, a higher level of motorist information, and improved communications with emergency response and police agencies. Details of the integration with the Borman Traffic Management Center are also being developed in the Plan.

See **ITS Initiatives** page 3

**ITS Initiatives***Continued from page 2*

The Toll Road, because of its unique responsibilities for toll collection, will continue to expand TrafficWise technology components which enhance the toll collection process. Upgrades of software and hardware at toll plazas has begun. This upgrade will improve efficiency of toll collection operations system wide.

A new communication backbone is also being installed to facilitate exchange of information for toll collection activities, as well as improve traffic management and motorist information. Additionally, the Toll Road is addressing a number of automated toll collection concepts which may be implemented in the future. This involves a review of technology, as well as institutional arrangements with adjacent toll facilities in Ohio and Illinois.

The completed plan will provide a framework for implementing Indiana Toll Road ITS technologies in a coordinated and orderly fashion. ◦

*For further information on these initiatives, please contact Sam Wolfe at the Indiana Toll Road, (219) 675-0286.*

## GCM Expands Coordination Efforts During the 2001 Construction Season

The spring of 2001 brought with it the start of the construction season in the Gary-Chicago-Milwaukee (GCM) Corridor. As in the past, the major transportation agencies are providing daily updates on construction activities to the GCM Gateway.

These updates are distributed via the GCM WebSite. In addition to these routine updates, the Corridor has undertaken a program to notify agencies along the Illinois and Indiana border of major problems or incidents in construction areas along I-80 in northwest Indiana and I-94 in the southern suburbs of Chicago.

The impetus behind this effort to improve agency communication came as the result of discussions between the staffs responsible for

these two major construction projects. In developing alternate routes and detours, it became apparent that a

Photo: EWING



major crash or other incident would cause significant problems throughout the area. Impacts would be felt on the Chicago Skyway, the Indiana Toll Road, and the

Illinois Tollway, as well as on the expressways and arterials in both states.

The Departments of Transportation in Indiana and Illinois, along with the Chicago Skyway, the Indiana Toll Road, and the Illinois Tollway, have developed a phone network to notify each other of problems which may impact their systems. This phone network will provide information that, in the future, will be provided electronically via the GCM Gateway. The network will provide agencies with information that previously was only sporadically available. It will allow for a more coordinated use of existing variable message signs and highway advisory radio systems, and also provide information to toll authorities on potential increases in traffic which may require additional staffing.

It is anticipated that the results of this effort will be useful not only during the construction season, but also in providing input to the final design of the Gateway infrastructure. ◦

*For more information, please contact Joe Ligas at [sagilj@att.net](mailto:sagilj@att.net).*



## Calendar of Events

ITS Forum 2001, sponsored by ITE Wisconsin and ITS Midwest, Sept. 26, 2001, Marquette University, Milwaukee, WI. Contact: Marc Hustad, 414-359-2300, [www.itsforum.org](http://www.itsforum.org).

8th World Congress on ITS, September 30 through October 4, 2001, Sydney, Australia. Contact: Kip Stacy-Protts, 202-484-4542, [kstacy@itsa.org](mailto:kstacy@itsa.org), [www.itsa.org/worldcongress](http://www.itsa.org/worldcongress).

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

# Corridor Program Plan Update

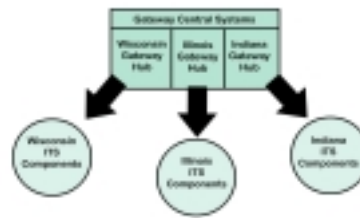
The Gary-Chicago-Milwaukee Coalition is currently developing a second update to the GCM Corridor Program Plan (CPP). The original plan and the first update in 1997 were developed under the guidelines of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) legislation. ISTEA included dedicated funds through the National ITS Priority Corridor Program. The Transportation Equity Act of the 21<sup>st</sup> Century (TEA 21), which succeeded ISTEA, was passed in June of 1998 without continued funding for the National ITS Priority Corridor Program.

With this in mind, the GCM Executive Committee has asked that the Program Plan Update capture the ITS goals set forth by TEA 21 and strengthen the corridor's efforts in seeking future funding. TEA 21 emphasizes system integration, and gives high priority to consistency with National ITS architecture and standards. Therefore, in addition to reassessing project and program direction with a focus on corridor-wide integration efforts, this program plan update will produce the comprehensive corridor-wide ITS system architecture that is consistent with the National architecture and that addresses National standards.

## Developing a Corridor-Wide ITS System Architecture

Defining a system architecture has evolved into one of the most essential ITS planning tasks. An ITS system architecture provides the framework from which to describe how the existing and planned system components will interact to achieve total system goals.

ITS system architecture development efforts are ongoing within the GCM Corridor. An Architecture Subgroup Committee was formed to provide guidance and coordination for the development of an open and integrated ITS system architecture for the corridor. Based on the inputs from the committee, a strategy for architecture efforts is being developed. Currently, the Architecture Subgroup Committee is identifying the interfaces among



Gateway Interaction Concept

subsystems within the region. A comprehensive architecture will accompany the final Program Plan Update.

## Outreach and Program Development

Outreach has been a major component of the Program Plan Update process. Outreach efforts have included surveys, interviews and stakeholder workshops. In December 2000, 530 surveys were sent to select agencies and individuals from throughout the corridor. The survey solicited input on program direction, challenges, new project/program ideas, funding ideas and project priorities. Fifteen percent of the surveys were returned. Seventy-one percent of the surveys returned were from state or local agencies, twenty one percent from the private sector and eight percent from FHWA, academia, etc.

The responses obtained through the survey, the workshops, and the interviews guided more detailed agency interviews and stakeholder forums. Thirty-nine interviews were conducted: 18 in Illinois, 6 in Indiana, 14 in Wisconsin, and one corridor-wide. In addition, six stakeholder forums were held with a total of 122 participants.

The outreach effort identified the strengths and weaknesses of the GCM program from the perspective of the stakeholders. Stakeholders generally agreed that the GCM Program has:

- been successful in taking ownership of “the big picture”
- been instrumental in enhancing real-time traveler information throughout the corridor through the Gateway traveler information system

- spurred the development of motorist assistance programs in each of the three states
- coordinated and sponsored incident management efforts along the corridor
- invested in ITS applications for transit and commercial vehicles
- provided specific tools and forums for coordination
- raised awareness of ITS in the region

Stakeholders were also asked to address and prioritize remaining “on-street” issues as well as the issues pertaining to the future of the GCM Corridor program. The “on-street” issues that remain include recurring congestion, incidents, traveler information, transit travel times and service coverage, air quality and the contributing factors of weather and construction to congestion and accidents.

Stakeholders also discussed the future of the corridor coalition. They expressed uncertainty regarding future funding, especially given the loss of National ITS Priority Corridor Program funding. It was also pointed out that the benefits of the program have been diffused rather than concentrated, making it difficult to succinctly summarize the overall impact of the program at a time when there is a tremendous need for increased support of state legislators and agency leaders.

Approximately 80 project ideas were generated through the surveys, interviews, and stakeholder forums. The Coordination Work Group, with guidance from the Deployment committee, has since narrowed that list. A draft of the Program Plan Update, with a proposed 5-year work program, will be presented to the Deployment Committee in June of 2001. A near-final draft will then be presented to the GCM Executive Committee in July of 2001 for final review and endorsement. The GCM Corridor Program Plan Update is on schedule to be complete in July 2001. ○

*For more information, please contact Jeff Benson, URS/BRW, (612) 373-6444.*

## NEWS and ANNOUNCEMENTS



### ILLINOIS TOLLWAY ADDS TRUCK I-PASS ONLY LANES

Continuing efforts to ease congestion at toll plazas, this spring the Illinois State Toll Highway Authority has opened three new Truck I-PASS Only lanes at the Irving Park, 82<sup>nd</sup> Street and 83<sup>rd</sup> Street toll plazas on the Tri-State Tollway (I-294). I-PASS is the Illinois Tollway's electronic toll collection program.

The first Truck I-PASS Only lanes opened in December 2000 at the Cermak toll plaza on the Tri-State Tollway. Truck I-PASS Only lanes are located between the manual and automatic lanes, allowing trucks using I-PASS to travel through the toll plaza at a speed of 5 m.p.h. As of May 2001 about 86,000 commercial vehicles were registered as I-PASS users.

### VEHICLE ARRESTING BARRIERS AT RAILROAD CROSSINGS

The Illinois Department of Transportation has concluded the test period for the Vehicle Arresting Barriers (VAB) at three rail/highway grade crossings in the proposed high speed rail corridor between Chicago and St. Louis. Testing for the VAB at the Union Pacific Railroad crossing near McLean was completed at the end of February. The test period for the remaining two barriers—on Township Road 35 A, south of Chenoa, McLean County, and on Hawthorne Street in Hartford, Madison County has also ended.

The department installed the VABs at these three locations along the Amtrak route as part of a federally funded study to explore ways to protect motorists and train passengers from train-vehicle collisions. The VABs were being considered as an alternative to current accepted technology that would require grade separation or crossing closure to meet this requirement.

Preliminary conclusions based on the experience points to the need for additional development with the railroad signal system to prevent inappropriate system activation and to provide sufficient pre-arrival warning time to ensure that the VAB would respond in a fail-safe mode. ○

# Traffic and Incident Management System for Illinois Tollway

The Illinois State Toll Highway Authority has begun the development and implementation of the Traffic and Incident Management System (TIMS). The system will integrate existing Illinois Tollway traffic management and operations components. This will permit the resources to be better managed, resulting in overall efficiencies.

A novel feature of the system is that it will use the Illinois Tollway I-PASS electronic toll collection system to estimate average travel times of clusters of anonymous vehicles passing from plaza to plaza within the I-PASS system. These travel times estimates will be calculated in real-time using special algorithms on the Illinois Tollway I-PASS traffic computer. The travel time estimates will be made available to the public through the GCM Web site.

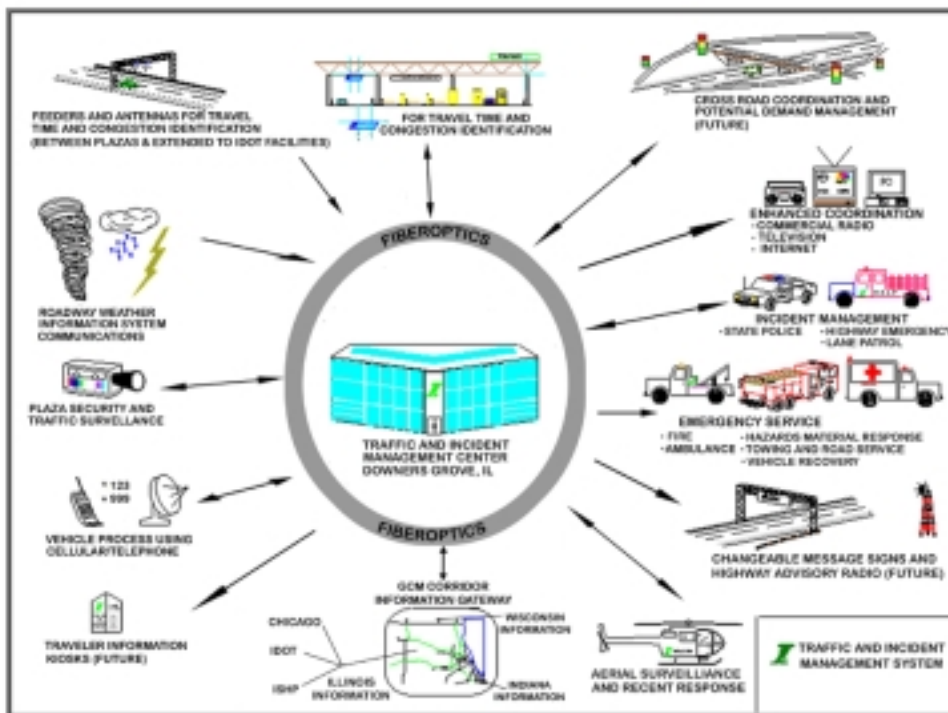
Once implemented, TIMS will integrate and coordinate data from sources such as the I-PASS traffic computer, surveillance

cameras in the plazas, computer aided dispatch, weather sensors, motorist phone calls and calls to the \*999 emergency system, as well as information from the Illinois Department of Transportation and other agencies via GCM.

By pulling together information from these sources, the Tollway hopes to reduce the incident response time and duration of incidents by quickly identifying and confirming an incident, notifying the proper resources, and providing early dispatch of emergency vehicles and the State Police. Moreover, by clearing incidents from the roadway more quickly, it is expected that secondary incidents can be reduced and traffic will move more smoothly through the corridor. ○

*For more information, please contact Joelle McGinnis, Illinois State Toll Highway Authority, 630-241-6800 ext. 2380.*

ISTHA Traffic and Incident Management System



## Membership

Membership in ITS Midwest is open to corporations, companies, government agencies, universities, and other organizations 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.

Members paying \$15,000 in dues to ITS America get three chapter memberships, those paying \$5,000 to \$10,000 get two memberships, and those paying between \$500 and \$3,000 receive one membership. 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.

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:

3M  
Alpine Electronics  
Argonne National Laboratory  
Barco America - Visual Systems  
BRW Inc.  
Chicago Area Transportation Study  
Chicago DOT  
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County of Lake, IL  
DuPage Mayors and Managers Conf.  
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Illinois DOT  
Illinois State Toll Highway Authority  
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University of Illinois at Chicago  
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Weiland Consulting Co.  
Wilbur Smith Associates  
Wisconsin DOT

For further information about joining and the benefits of membership in ITS Midwest, please contact Philip DeCabooter, membership chair, at (608) 267-0452. ○

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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: *Express Lanes* Editor, ITS Midwest, c/o Argonne National Laboratory, 9700 S. Cass Avenue, ITS/208, Argonne, IL 60439. *Express Lanes* may also be reached at:

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w FAX: 630-252-4500  
w 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 further information on GCM corridor activities, contact your local DOT representative or the BRW consulting team.

GCM Corridor C-TIC Home Page:  
<http://www.gcm.travelinfo.org>

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#### Wisconsin DOT

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