

Regional Traffic Operations Partners Workshop

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Columbus, OH

ATTENDEES

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MINUTES

Note: This minutes file is the best source for a summary of discussions that took place at the Regional Traffic Operations Partners Workshop. The results of the sketch planning exercises (pp.4-6) are of particular note. For a broader overview of the Workshop goals/purposes, consult the Regional Traffic Operations Partners Workshop Presentation in PowerPoint, posted at www.uppermidwestfreight.org. The discussion within these minutes is all paraphrased.

Introduction-Teresa Adams

Meeting Goals-Todd Szymkowski

Overviewed Goals (see PPT presentation for more details)

Background

- Discussed Traffic Congestion in Midwest, problems that are unique to urban mobility report
- Economic Impacts-economic activity is closely connected with GDP

- Freight Interchange Bottlenecks Displayed; border bottlenecks need to be identified in MI & MN, look at Canadian Corridors and identify bottlenecks that can affect Upper Midwest
- Need for more formal operational needs assessment
- Critical Interstate Decision Points-typically based in urban areas, with some points located in rural areas; Need to go further east with Ontario, New York, North Dakota in labeling-Possibly expand partnership?; Possibly look at WI, IA, MN as a critical point as it is being redefined; look at critical points as tiers as through, in/out, and within; add critical point to Twin Cities, MN; I94-I65 Critical Point, North/South (23/75) to Toledo as Critical Point; 104/103 Split in Canada as Critical Point, Take either toll road or bypass from Ft. Wayne to Toledo as Critical Point; I80/I94
- High Incident Areas-typically urban areas; I90 southwestern MN, I94 west of Tohama Split, MN; I94 in Gary, IN due to snow; I94 from Gary, IN up to MI; south of LaFayette, IN going north; 35 in IA 10-15 mile route shut down due to weather; Mackinaw Bridge; I75 near Base City, MI, 151 going east due to fog issues
- OH-511: currently in Cincinnati but will be implemented in other metropolitan areas in the near future.
- WI- has active work zones, three way systems, wants a state-wide traffic op. center, emphasis on emergency with alternative route planning, take an all-or-nothing 511 approach with preliminary analysis phase on it;
- IL-trio of traffic system centers, tollway has better center hooked up with tollway police, Gateway guide in St. Louis and Peoria-smart work zone;
- MN-good freeway management center with signs and protection, TOCCs (9) Transportation Operation Centers, just starting virtual weigh station using WIM scales, use WIM scales with enforcement then, 511-statewide, MDARS-provide a cell phone to snow plow operators statewide through voice/touctone for travel routes, make a transition of a more route based system, 511 is about 90% winter road conditions, CADD Cars system hooked directly to cars, push highway safety plan and ITS Safety plan, MSTOP-lead state in Northwest passage corridor from WI to WA, comprehensive safety plan which developed heavy vehicle safety plan, TIGER-St. Cloud to Twin Cities for coverage area and it's a rural corridor and now turning into an urban one and want to step up traffic ops for corridor, will treat this more as a corridor now with the signs, etc, typically TOCCs were separate but now bringing them together, FIBER-I94 but not for I90 in MN; IA works with On Star with MN and Mayo Clinic, use On Star alert to populate an icon on a car, takes third party information to find where an accident has occurred and only get location information;
- MI received an earmark to U of M Medical Center with GM and will be looked into, have 2 operational centers in Grand Rapids and Detroit, looking for stuff in Lansing and other parts of the state, start process for new ITS software-with vision to be able to access it as a data share with GCM, etc, North/South decision point where traffic needs to be balance, 94/69 put in variable message signs for motorists, look at 511-no money right now and no statewide information yet (need more data), developing communication plans but don't have FIBER yet see

if they can get a wireless connection between Detroit to Lansing with trial run soon;

- IN traffic operational center in Gary and Indianapolis, 32 cameras in Indianapolis, IN is CVISN compliant, virtual weigh station complaints used as screening devices to download information on laptops in patrol cars and see US DOT # and side shot, GCM heavily involved in, work zone activity-3X5 cards to show areas of construction, IN State Police works with federal motor carrier association, no 511 and have no money for it, having problems in Marion Co. with truck drivers not stopping there to eat, sleep, buy things due to no-smoking ordinance, still own FIBER because they are leasing toll road; IL having a turf and jurisdiction problems when it comes to communication; Purdue University working on vertical scale system
- IA trying to engage in emerging Traffic Operation situation, put in temporary system and set up as a hybrid system with FIBER, cameras, DMS, speed sensors in Quad cities, Iowa City, have 511 deployed, 22 organizations are participating in pooled fund in deployment of travel information systems, low powered FM-higher than AM perspective and ties in cars and phones with 4 built and are challenging-1 on 380 (Iowa City and Cedar Rapids), 2 on I80, 1 on 29 with a range of 8-14 miles but not supposed to get more than 3 miles, this is better than AM because AM gets wiped out with storms, participate in TMVD, 1512 Std. Group, Congestion Management IA/IL-signs are shared, ITS deployment plan in Quad Cities, Work Zone Management-Midwest Smart Work Zone deployment, PrePass, SAFER compatible with CVISN, TRACS States-AZ, OK, AK, NC, FL, GA, WI, Dakotas, WA, AL, etc, work with State Patrol can have more data exchange especially when a laptop is in the car (get more info to field officers hands), North American Trade Corridor-New Mexican Boarder up through MN-take CVO info (slow power of getting info on truckers), huge study, coordinated with MO DOT; WI concerned with joining states with connecting states of all hazard information and coordination;
- MI DOT got money for ITS plan-want to lay out more formal traffic and travel information and concerned with 7 states, Ontario, NY and are interested in moving forward to the connection of the program; Ontario (Intelligent Boarder Crossing Study) are doing a similar study of traffic managed especially freight with 15 boarder crossings and are pulling Transport Canada, Customs and Boarder Control don't talk to MI DOT

Upper Midwest Interstate Corridor Vision- discussion

- freight is a large part of this vision, can't exclude it because it plays such a large role in the growth of capacity
- Concerned with Freight because it is easier to deploy technology in them vs. passenger cars, so what is the main goal of this project?
- Congestion relief should that be addressed? Note that it does move to another place once it is relieved somewhere else
- Hopefully in 5 years we have a corridor that has minimized non-reoccurring congestion
- This vision shouldn't include regular meetings because don't have time

- Freight should be included due to the economic aspect, and is important to political aspect as well
- Make vision large and try to shoot towards it

Original Vision:

- Develop Upper Midwest transportation network to address interstate transportation management and operations issues of congestion reduction network reliability, safety, and economic competitiveness.

New Vision:

- **Develop and implement a regional transportation operations system in the Upper Midwest with expected benefits of:**
 - **Coordinating efforts to respond to and minimize non-recurring congestion and improving network reliability**
 - **Sustaining and encouraging economic competitiveness of the region**
 - **Reducing crashes, personal injuries, and fatalities**
 - **Support national emergency preparedness**

Upper Midwest Interstate Corridor Needs:

- **The Upper Midwest Traffic Operations Community Needs to:**
 - **Provide organizational and technical support to foster learning and information sharing**
 - **Develop a Regional Concept for Transportation Operations for mobility for Upper Midwest**
 - **Develop and maintain strategic, performance-oriented business plan**
 - **Help develop frameworks and guidelines that will:**
 - ⇒ **Assist members with system management and operations**
 - ⇒ **Provide a source of long distance travel information for the traveling public**
 - ⇒ **Support investment decisions**
 - ⇒ **Select and define standards for information sharing**
 - **Accelerate coordinated system management and operations by facilitating deployments of cross-jurisdictional programs and services.**

Sketch Planning Exercises

- Near Term-I95 Lane Closings, Bottlenecks and Upcoming Events-Brochure that is low in cost (example as insert in folder handout)
- Long Term-Vehicle Pilot Initiative-see power point slide show from Scott McCormick from Connected Vehicle Trade Association
- RTOPF-communication is desperately needed for traveling through technology is important this MSTOP
- Research can be done to limit down to what information is useful and can be used
- Privacy is very important and would like to see a benefit from each piece of equipment added to the car to track travel of car, so public would like to see benefit from added cost of part

- People want to be found but never tracked, so this is a standstill with how this idea should work
- Extremely valuable to see where expertise are located within this area

Results of Sketch Planning Exercises

***Traveler Information/Congestion Management/Work Zones**

NO/LOW COST FUNDING

- Emergency Management-Developing and catalog emergency alternative routes (local/state), MN-; IA-no way to employ them
- Define Interstate Alternative-share product evaluation
- Phone List/Routing requirements
- Equipment Asset Maps
- Sharing Road Closure Guidelines, share special information between states

LIMITED FUNDING

- Combine state static closure information (ie. More than Weekly)
- Develop a RCTO

SIGINIFICANT FUNDING

- Connected Vehicle Pilot
- Real Time Traveler Information
- Traffic Technology Test-bed

*Check AAA and American Trucking Association to see if they already have similar systems

***Special Events/Traffic Incident Management**

NO/LOW COST FUNDING

- Best Product Sharing/Peer Example
- Publish regional clearance laws, Dusting Legislation

LIMITED FUNDING

SIGINIFICANT FUNDING

- Upper Midwest Traffic Operations Center

Freight

NO/LOW COST FUNDING

- Support National Initiatives for travel oasis
- Reverse 911 for permit charters

LIMITED FUNDING

- Pilot a regional sketch plan for regional travel oasis sketch plan

-Truck parking and inventory

SIGNIFICANT FUNDING

- Regional hazmat trucking
- Truck parking management system

***Administrative**

NO/LOW COST FUNDING

- Routine teleconference
- Web access
- Internet/website
- List-serve
- Executive Business & Outreach material
- Engage industry
- Formulize the Vision
- Define Governance

LIMITED FUNDING

- Travel funds for routine meetings
- Dedicated Program Support Staff
- Develop communications & outreach plan
- Develop Upper Midwest Program Plan

SIGNIFICANT FUNDING

- -RFPPPs

Next Steps

- Maintain monthly teleconference meetings to keep project going-focus them in the outcome, instead of a having a report in each time because you will loose interest
- Possibly have annual face to face meeting at Mississippi Valley in Chicago, due to it always being held in the Midwest
- MDOT will take information back and sell it to the management
- All DOTs agreed they could do the same
- Next teleconference will be scheduled within the next couple of days