

ITS Technical Committee

NCITE/ITS Minnesota

Draft Meeting Minutes

January 5, 2010

1:00 – 3:00

Mn/DOT Training Center, Arden Hills

1. INTRODUCTIONS

Dean Deeter welcomed the attendees and introduced himself as the new chair of the committee. Dean provided an overview of the committee as a joint committee that discusses technical items of interest in the transportation industry.

Introductions were made and attendees are listed below:

<u>Attendee Name</u>	<u>Agency</u>
Dean Deeter – committee chair	Athey Creek Consultants
Brian Scott – committee vice-chair	SRF Consulting Group
Matt Armstrong	GTT
Jon Jackels	Mn/DOT
Mark Gieseke	Mn/DOT
Loren Irwin	Hennepin County
Dharam Bobra	Hennepin County
Rashmi Brewer	Mn/DOT
Allen Eisinger	Traffic Control Corporation
Matt Gjersvik	Mn/DOT
Ben Hao	URS
Brian Kary	Mn/DOT
Jerry Kotzenmacher	Mn/DOT
Jim Kranig	Mn/DOT
Henry Liu	University of Minnesota
Tina Roelofs	Athey Creek Consultants
Ray Starr	Mn/DOT
Todd Foster	JamLogic
Terry Haukom	Mn/DOT
Rick Krueger	GTT
Richard Dalessandro	Emtrac
Josh Friesz	ACT Traffic Solutions
Brett Lievers	ACT Traffic Solutions
James Jarzoe	Emtrac
Kris Morgan	Emtrac
Gary Nyberg	Metro Transit

2. REVIEW OF MINUTES AND AGENDA

No changes were made to the minutes of the 11/3/09 meeting.

3. ROUND ROBIN

Todd Foster – Traffic Technology will be working under the name of “JamLogic” in the future. They are very busy implementing smartworkzones throughout the country.

Jerry Kotzenmacher – ITS design manual – John Albeck has posted the ITS Design Manual on the website, it is still open for review, and is being updated with input from various functional groups.

Matt Gjersvik – The Intellidrive RFP has been posted on Mn/DOT’s website. Proposals are due 2/1/10.

Terry Haukom – Mn/DOT will be issuing an RFP in the coming weeks for a statewide contract to supply new amber DMS as well as a full-color DMS of multiple sizes/configurations. Through this statewide contract Mn/DOT hopes to make purchasing signs available to counties and cities as well.

I-94 – RTMC is working on the design for individual lane control signals on I-94 between Mpls – St. Paul. This Active Traffic Management (ATM) system will be similar to the I-35W UPA ATM design with exception that there will be no tolling hardware at this time.

Terry brought up discussion about a revived effort to become complaint with NEC code Arc-flash requirements. This requirement deals with access to cabinets - any time someone may opens a cabinet they may need to be trained and abide by certain safety requirements. Training will be provided in the future and Terry raised concerns about impacts to workforce...training requirements, etc. Mn/DOT (Mark Gieseke) did have some staff attend this training that was put on by a local technical college and they reported it was very valuable.

Terry mentioned the recent FO training that was presented as part of an ITS MN effort was well received.

Ray Starr – suggested that a topic for a future meeting could be ATM. Also a topic could be to provide input on comments to MUTCD.

5. OLD ITEMS OF BUSINESS:

ITS Design Manual – Jerry Kotzenmacher is working with key experts within Mn/DOT to continue to complete the manual and to provide updates to the manual.

6. NEW TOPICS:

Brian Kary – Mn/DOT RTMC Operations, provided an overview on the UPA program, which consisted of a \$188.2M program, encompassing 24 different projects focused in four areas:

- Congestion pricing/Tolling
- Transit
- Telecommuting
- Technology

Brian specifically presented on the UPA use of use of Active Traffic Management / Variable speed limit signs on I-35W. This corridor includes the Priced Dynamic Shoulder Lanes (PDSL) on I-35W between 42nd and Downtown which utilizes Individual Lane Control Signals (ILCS).

Terry noted that the ILCS signs are NTCIP version 2 compliant, which is one of the first version two deployments in the country.

Terry also discussed the in-pavement LEDs that are used as to augment the overhead signing to provide drivers delineation of the lanes and provide additional guidance.

Dean also mentioned that Washington State is doing a similar approach to Mn/DOT's using active traffic management on several corridors. WADOT submitted a request for experimentation to FHWA to use ATM for traffic safety and to be used as a regulatory device. This request was denied by FHWA.

UPA Approach for Transit Signal Priority

Gary Nyberg (Metro Transit – manager of technology for bus operations) presented on Transit Signal Priority (TSP).

TSP was recently installed near the Roseville park-n-ride facility (I-35W at County Road C) at two intersections to aid the flow of buses as they leave the park-n-ride lot to get to I-35W more quickly. TSP was also deployed on Central Avenue from 53rd (just south of I-694) to 2nd St. SE – approximately 8 miles. All of these efforts are to make transit more appealing to the public by providing transit advantages to help the flow of buses.

Due to timing and funding constraints, Nicollet Avenue was not implemented, but would be a prime candidate for a future deployment.

Metro Transit will phase out of operation approximately 130 buses this year, so TSP kits will be installed on the new replacement buses in the future. By the end of 2010, Metro Transit will have the entire fleet of approximately 900 buses equipped with TSP in-vehicle hardware. This will make deployments in other corridors in the metro area much quicker and easier to deploy.

An Emtrac on-board unit is GPS equipped so that the bus always know where it is at, and whether or not it is running late. The TSP on a bus is not activated unless the bus is expected to be more that 2 minutes late along its route.

It is still too early to quantify the benefits of the TSP, but anecdotal observations have been made of approximate two minute savings on a trip.

7. POTENTIAL FUTURE TOPICS

The group discuss options for future topics including:

- New Federal MUTCD ITS provisions
- Updates to MN MUTCD to incorporate the new federal MUTCD ITS provisions
- ARC-Flash training
- Bringing ITS into the Workzone – Mn/DOT has an ITS for Workzones Toolbox manual. Mn/DOT Duluth is issuing RFP at end of Feb which Todd Foster will email to Dean for distribution to the group. The biggest issue is to get standard specifications to agencies so they can put these specs in bid documents.
- Blue –Tooth and the use of this technology along arterials to compute traveltimes
- Active Traffic Management
- Locating Underground Facilities
- IntelliDrive (sm)
- Mileage Based User Fees
- Jurisdictional Cooperation in ITS
- ITS Planning
- Maintenance Experience with ITS Devices