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

May 2005 Volume 10.1

2005 annual meeting includes 10th anniversary celebrations

This year's annual meeting in Indianapolis packed in two days worth of ITS festivities and observed the 10th anniversary of ITS Midwest with a celebratory reception at the Marriott Hotel and a guided tour of the Indianapolis Traffic Management Center.

The second day of the meeting began with an ITS America program update and an ITSMW Strategic Directions Plan briefing. Between sessions, guests had the opportunity to view the newest innovations in traffic technology displayed by 11 exhibitors.

New Bylaws were also adopted at the meeting, scaling the Board of Directors down from 25 members to 13 members. Other notable changes include the Secretary automatically becoming the President-elect, and the President serving a single two-year term. To see the entire list of bylaws, visit the ITS Midwest website at www.itsmidwest.org.

Sessions on Commercial Vehicle Operations Applications (CVO) and Statewide ITS Applications were the main items on the schedule. A presentation on Virtual Weigh Stations was given by Darcy Bullock, Purdue University, outlining cutting edge technology that could more efficiently link law enforcement with offenders. Another presentation was given by Bob Susor, Mettler-Toledo, that conveyed an ITS Application for truck weight and safety enforcement. Mark Newland, INDOT delivered an update on the Vehicle Infrastructure Initiative and how its deployment will improve road and work zone safety by using advanced communications technology. Guests were also briefed on the latest information regarding 511.

Jeff Hochmuth's ITSMW presidency came to an end as incoming president Gary Rylander took the stage to make the closing remarks. Thanks to Jeff Hochmuth for outstanding leadership! □

President's message

BY GARY RYLANDER
President, ITS Midwest

I want to thank the members of ITS Midwest for electing me to be the third President of ITS Midwest, and look forward to working closely with the Board of Directors and members over the next two years. ITS Midwest already has a strong track record of serving its members and the ITS profession, and moving forward we will further strengthen the chapter, improve services to our members, and conduct more outreach to "spread the word" about ITS and the key role that it plays in improving the safety, efficiency and security of our transportation system.

Adrian Tentner led a group of dedicated people that formed ITS Midwest in 1993 around the nucleus of the GCM ITS Priority Corridor. As a result of their tireless efforts, the new multi-state chapter of ITS America was able to quickly become established and achieve a solid financial footing.

See **Message** page 2

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

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Message

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Over the last four years, Jeff Hochmuth observed how ITS was continuing to evolve as an industry, nationally and in the Midwest, and recognized the need to revisit the goals and structure of the chapter to determine how ITS Midwest could further improve member services. At his recommendation, the Board of Directors created a Strategic Directions Committee for this purpose. The result of the Committee's hard work was the adoption of a Strategic Directions Plan by the Board in November, 2004. I encourage everyone to review the Plan, which is available on the chapter's website, www.itsmid-west.org.

The Strategic Directions Plan identified several important needs and recommended a series of actions to meet those needs. A primary need is to enhance outreach and educational activities and serve as a "bridge" to individual professionals, the private sector, elected officials, the public, other transportation and professional organizations, and the research community. To accomplish this, the Committee recommended a restructuring of the chapter to encourage participation by more members and support the desired growth in membership.

The major organizational changes involved reducing the size of the Board of Directors, from 25 to 13, and establishing seven new standing committees. The intent is to transform the Board from a "committee of the whole" to a group focused on setting policy and strategy for the chapter. The committees provide more opportunities for members to become involved, and will generate ideas and develop implementation plans for review and approval by the Board. An amendment to the By-laws was required to make these organizational changes, and it was approved by the membership at the Annual Meeting held in Indianapolis in February, 2005.

The new standing committees and their co-chairs are as follows:

- Meetings - Duana Love (Regional Transportation Authority) & Meggan Simpson (Indiana DOT)
- Member Services - Austin Provost (MasTec) & Dave Henkel (Edwards and Kelcey)
- Outreach - Michelle McGinn (HDR)
- Publicity - Tom Ewing (Argonne National Lab) & Brian Sneed (Illinois DOT)
- Recognition - Rick Weiland (Ygomi) & Francesca Lendrum (Navteq)
- Technical - Joseph Brahm (NET) & Scott Lee (Illinois DOT)
- Training - Darcy Bullock (Purdue) & Chad Hammerl (Edwards and Kelcey)

Any chapter member can serve on any of these committees, and I encourage you to volunteer. We are looking for your ideas and thoughts, they will be most welcome. Please contact one of the co-chairs for the committee(s) to express your interest, or you may contact me or any of the officers. Collectively, we will be able to take advantage of the many opportunities that exist for, and meet the evolving challenges faced by, ITS Midwest. ☐

For more information, contact Gary Rylander at grylander@ekmail.com or 312-251-3000.

INDOT spearheads Virtual Weigh Station concept

In a recent meeting held at Purdue University, representatives of Purdue, the Indiana Toll Road (a Division of INDOT), the INDOT ITS Program Office, and the Indiana State Police discussed utilizing weigh-in-motion (WIM) scales already deployed on the Toll Road as a test bed for future deployment of INDOT's Virtual Weigh Station (VWS) concept. The Toll Road has three existing WIMs that can form the foundation for VWS deployment. Some communications infrastructure deployment and integration work remains, but this is not expected to be a major undertaking. Once all the components are in place, the Indiana State Police will begin enforcement at these three sites.

In the meantime, Purdue University will be able to download hourly information from the WIMs and perform analysis on the data to determine when and where enforcement activities should be directed. This will enable the State Police to utilize their manpower more effectively in their effort to maintain and enforce both axle and gross vehicle weight statutes.

Purdue researchers estimate that the VWS can be up to 55 times more effective in enforcing commercial vehicle weight regulations than conventional weigh stations. The goal is not to write more tickets, but to increase compliance. This in turn will help lengthen the life of costly road infrastructure and allow INDOT to better utilize scarce financial resources. Improved pavement life also translates to fewer maintenance activities and motorist delays. ☐

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

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. ☐

GCM/I-95 Corridors hold meeting on the Access GRID

On Thursday, April 21, 2005 the GCM and I-95 Corridors met using the Access GRID, a next generation videoconferencing system for remote collaboration. GRID technology, which was developed at Argonne, is now used world wide at 1500 nodes.

GCM members participated from Minneapolis, University of Wisconsin (Madison), Argonne National Laboratory and Purdue University GRID nodes. I-95 members participated from North Carolina and Washington D.C. This meeting was, in part, an experiment to see if this state-of-the-art videoconferencing equipment is a viable tool for corridor meetings. The consensus was positive and that it could be used for a number of types of meetings, including joint corridor meetings such as this one.

After a round of introductions by Executive Directors John Baniak (I-95) and Dan Shamo (GCM), the meeting began with a reauthorization update by Nancy Ross. The outcome of the new bill will have major impacts on both corridors, and Nancy predicts that a bill will be passed this year, but what it will look like is still very uncertain at this time. The meeting continued with Program Highlights from both I-95 and GCM (see sidebar at right).

A second videoconference will be conducted later this year to discuss "Challenge Questions". This meeting will involve an open discussion about two issues from each corridor. At this time, the topics are slated to include "Gaining Legislative Support", "Moving Toward an Operations Focus", "Working Beyond Borders", and "Succession Planning". □

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

GCM Program Highlights

- Corridor Program Plan Development
- Corridor Action Team
- Gateway Evolution
- Website Development
- Security Initiatives
- Emphasis on Operations
- Performance Measures
- Virtual Weigh Stations
- Air Quality Research

I-95 Program Highlights

- Recent Outreach Efforts
- ICAT/ISN
- Inter-regional Multimodal Traveler Information
- Coordinated Incident Management
- Commercial Vehicle Operations
- Intermodal Transfer of People/ Goods
- Electronic Payment Services

BusInfo update

The Bus Arrival Information System (BusInfo) is the Regional Transportation Authority's (RTA) solution to providing reliable "next bus" information for its bus operating agencies: the Chicago Transit Authority (CTA) and Pace Suburban Bus (Pace). 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 early 2004, the BusInfo system achieved the first critical milestone for capturing and integrating bus location and schedule data from the CTA and Pace. Later that year, the program also successfully achieved the next-bus arrival prediction milestone.

In late 2004, the project transitioned to Phase II, the Information Display Phase. System design requirements have been developed for various complementary display technologies including kiosks, the RTA Travel Information Center (TIC) telephone system, the Wireless Supervisory Control System and the internet. Current plans include implementation of two of the above interfaces: RTA Interactive Voice Response telephone system and the Wireless Supervisory Control System. These interfaces will enhance customer service and improve operating efficiencies of the RTA system. □

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

SmartWays annual meeting

Continuing its pledge to "Help you travel better," this year's SmartWays annual meeting highlighted ITS success stories around the nation.

The SmartWays annual meeting was held March 22 at the University of Wisconsin in Madison. Speaker topics included transportation operations, funding, safety, and other issues important to the Wisconsin transportation community.

The speaker sessions included a morning panel discussion of national ITS perspectives, while the afternoon session was a panel discussion of regional ITS perspectives. Tim Wolfe, Arizona DOT, Steve Albert, Western Transportation Institute, JoAnn Oerter, North Carolina DOT, and Austin Provost and Jim Malone, Mas Tec, spoke in the morning session. Guests for the afternoon session included: Dave Zavattero (Illinois DOT), Mark Newland (Indiana DOT), Jim Schultz, (Michigan DOT), and John Whited (Iowa DOT).

A luncheon keynote address was given by Mike Freitas from the FHWA Joint Program Office. All of the speakers were able to lend a unique perspective of ITS in the nation as well as in our region. Planning is already underway for the 2006 SmartWays annual meeting. □

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

IDOT Traffic Systems Center (TSC) Oak Park

2004 proved to be a very busy year for the Illinois DOT TSC.

Four new Dynamic Message Signs (DMS) have been installed; northbound I-57 just south of I-80, northbound I-57 south of 117th Street, southbound I-290 north of Biesterfield, and southbound Illinois Route 53 north of Euclid. This brings the total number of DMS throughout the system to 26.

The implementation of mainline detection on a seven mile stretch of I-80 between the Tri-State Tollway (I-294) and just west of US 45 (La Grange Road) increases system-wide detection to 160 miles. This segment of detection has also been incorporated into TSC's Advanced Traffic Management System (ATMS) and the Gateway's Traveler Information System mapping. After a two-year construction project, communication to the mainline detection on South Lake Shore Drive is on line between downtown and Jeffrey Boulevard.

The installation and integration of a new sign and video controller system is in its final stage. In early 2005, the system will control the existing 36

cameras and 26 DMS, with capacity for expansion of up to 200 devices. As part of this project, the Springfield communication center (Station One) will have the capability of viewing and controlling Amber Alert messaging on District One signs.

In parallel with this development and integration, travel times have been added to the DMS congestion messaging procedure, that provides a new service to Chicago area motorists. Additionally, with the availability of TSC data in regionally standardized formats, other agencies can now operate with the data. TSC data services in conjunction with the Gateway Traveler Information System have allowed the Illinois Tollway to improve its information services to customers of both sets of routes. A new wet pavement sensor has been implemented on the southeast bound Kennedy Expressway, at Addison. In the event of rain, the sensor will trigger a predefined message to caution motorists approaching the curve after Pulaski Road about potentially slippery road conditions.

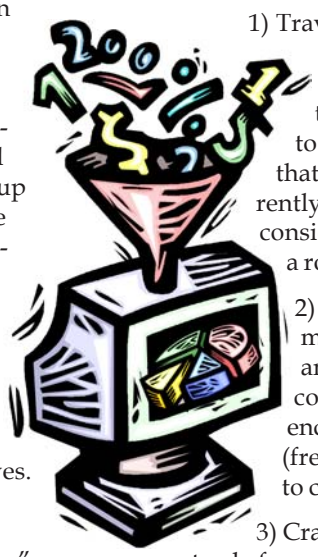
After extensive testing, the TSC is also changing the ramp metering mode in the ATMS. The ramp meters on the Eisenhower Expressway inbound have been switched from Time of Day (TOD) to the Local Traffic Response (LTR) mode of ramp metering. LTR automatically adapts to the upstream and downstream mainline conditions to adjust metering rates, while TOD allows operators to set metering schedules with respect to time, rate, and day of the week. □

For more information, contact Jeff Galas at galasjm@dot.il.gov or 708-524-2145.

GCM performance measures

Performance measures have been around for a long time, but lately they have been receiving significant attention from the transportation industry because they are proving to be effective tools for improving the way business is conducted.

ITS is all about information, and these new technologies offer unprecedented opportunities for agencies to develop and use performance measures in ways that could not have been achieved before. To take advantage of these new resources, the GCM Corridor established a subcommittee within the Traffic and Incident Management Work Group to usher in practical and effective performance measures for the region.



A performance measure can be defined in simple terms as a method for determining the extent to which a system is producing desired results. We already use them in our daily lives. Some examples: "He scored 25 points per game last season", or "She has a 4.5 grade point average", or "January rainfall was 3.5 inches above normal", and many others. In the case of the GCM Corridor, performance measures are being developed that relate directly to the critical goals outlined in the three states' vision statements. These vision statements typically address quality of life issues such as safety, efficiency and air quality. Performance measures can help us make real progress towards achieving the Vision Statement's high-level goals by providing feedback on the decisions we make. This enables mid-course corrections and better investment choices.

There are a number of uses for performance measures. They can be used by planners to converge on the most effective investment strategies and then rank them in the most appropriate order. Maintenance and Operations personnel can use them to quickly determine the value of new technologies and work procedures. Motorists can use them to make better route choices. The GCM Corridor's Performance Measures Subcommittee has proposed six different performance measures for use by member agencies. They include the following:

1) Travel Time Reliability - There are different ways of presenting this, but they all relate to the additional delay that a motorist can currently expect above what is considered to be normal on a roadway.

2) User Cost Index - This measure presents the amount of additional cost the public is experiencing above normal (free flow conditions) due to congestion.

3) Crash Propensity – Instead of measuring crash rates directly, crash propensity is a current measure of the negative factors that increase the likelihood that a motorist will make a bad decision.

4) Air Pollution Levels - By using known vehicle performance characteristics coupled with current traffic conditions and vehicle mix, it should be possible to calculate, rather than model, the current pollution levels in excess of that produced by normal (free flow) traffic.

5) Fuel Consumption Index - Similar to #4, except that excessive fuel consumption would be calculated. Both fuel consumption and air pollution increase dramatically when vehicles must slow down, idle and accelerate due to congestion.

6) Driver Stress (or Driving Condition) Index - This is a human factors measure that would calculate an index value based on those traffic condition factors that impose stress on a motorist. (Weather, pavement conditions, spacing of vehicles, variabilility in speeds, etc.)

In the process of developing these performance measures, the GCM Corridor is being mindful of the distinction between "Input" and "Outcome" measures. Input measures typically assess how well an agency is performing, while Output measures evaluate the performance of the system. The GCM Corridor members believe that grading the agencies' performance (ex. Response Time to Incidents), can often be misleading and does not necessarily provide insight into what strategies advance the agencies' real progress toward their goals. Outcome measures, on the other hand, automatically take all factors into consideration and produce "bottom line" information that can directly influence future actions and decisions. This can be much more useful for the agencies and for the public. □

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

Calendar

12th World Congress on Intelligent Transport Systems, November 6 – 10, 2005, San Francisco, CA

Gary, IN GCM Corridor Program Plan Workshop – 9:00 am, May 25, 2005 – Borman TMC

Chicago, IL Area GCM Corridor Program Plan Workshop – 1:30 pm, May 25, 2005 – CATS

Springfield, IL GCM Corridor Program Plan Workshop – 10:00 am, May 26, 2005 – IDOT Central Offices

Milwaukee, WI GCM Corridor Program Plan Workshop – 9:30 am, June 9, 2005 – MONITOR TMC

Madison, WI GCM Corridor Program Plan Workshop – 2:00 pm, June 9, 2005 – WISDOT District 1

11th Annual ITS Forum 2005, Marquette University, Milwaukee, WI – September 13, 2005

Chicagoland TRIPS a success

Chicagoland TRIPS (Traveler Resource and Itinerary Planning System) has proven successful in helping users navigate through the Chicagoland area. TRIPS 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.

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, and Westfield Northbridge Shopping Mall.

The kiosks have undergone a six month demonstration period, which was completed on February 28, 2005. The effectiveness of the kiosks were measured using system based surveys and emails, usage recordings as well as site providers' feedback. During the six month evaluation period, transit content received over 30,000 hits. In addition, over 35,000 attractions were accessed and over 10,000 transit itineraries were provided to the kiosk users. Site providers mutually agreed that the TRIPS kiosk was a great resource for their customers and visitors.

An expansion plan with recommendation for content enhancements, interface improvements and further deployment is being finalized. Future enhancements will include integrating real-time traveler information from other Regional Transit ITS Plan technologies such as Active Transit Station Signs and BusInfo. RTA has also fielded numerous kiosk installation requests that will broaden the physical presence of the kiosks throughout the region. □

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

WisDOT adds "text-to-voice" software to MONITOR network

ITS technologies like Variable Message Signs (VMS) and Highway Advisory Radio (HAR) have made it easier for travelers to plan routes around construction, accidents, and congestion.

A recent upgrade to WisDOT's HAR system will now allow "text-to-voice" software to be used, which will broadcast travel times, closure information, and other urgent travel information to travelers in the Milwaukee area.

The text-to-voice software will enable an operator to open the program and enter information into a table. Once completed, this table will convert into a computer generated voice and will be broadcast to travelers who are tuned into AM 1610, WisDOT's Radio Information Station. It will be possible to air messages for emergency road closures, travel times, weather related traveler information, and much more.

Operators of the MONITOR network will also be able to dial into the HAR "text-to-voice" system from home, making it an ideal candidate for use during late night emergency closures when the Traffic Operations Center is closed. TransCore, Inc. is designing the interface for WisDOT and the software is scheduled to be released in spring of 2005. While the technology has been in use for some time, "text-to-voice" applications for traveler information are relatively new, with only a few traffic management centers deploying it. □

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

NEWS

RTA receives FTA trip-planner grant

In May of 2004, the Federal Transit Administration (FTA) issued a request for grant proposals (RFP) for a demonstration of a web-based multimodal trip planning system that combines transit trip planning with driving along with intercity trip planning. The project aims to lay the groundwork for successfully implementing regional multimodal trip planners in other regions. Various transportation agencies, including the RTA, responded to the FTA RFP. In November of 2004, the FTA selected the RTA proposal that included a technical plan, financial plan, and staffing plan for meeting FTA's objectives within the specified time frame and budget.

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

New GCM Corridor Program Plan

Members of the Coordination Work Group and chairs of GCM work groups met on January 26 to begin the development of the new GCM Corridor Program Plan (CPP). The group developed mission and vision statements for the Corridor, reviewed trends and conditions that affect the Corridor, discussed gaps the GCM Corridor should address, and determined the CPP development process. The new CPP will be an accessible document describing the role of the GCM Corridor Coalition and immediate-term benefits the Corridor will provide to travelers.

The Corridor will hold stakeholder workshops and interviews in the coming months to gather input. After a draft CPP is developed, work groups and focus groups will review the draft. The Coordination Work Group will update the Executive Committee on progress of the CPP and submit it to the Committee for final approval. The new CPP is scheduled to be completed in fall of 2005.

Marquette Interchange Project

The first major construction phase of the Marquette Interchange Project is underway. Despite the full-time closures of ten ramps, the demolition of three east-west bridges and the loss of a lane in each direction of I-43 within the interchange, traffic has flowed safely and smoothly into and out of downtown. Workers will rebuild the Wells Street Bridge by early June, reopen the Kilbourn Tunnel exit from northbound I-43 in July, open the State Street bridge in September and reconstruct the southbound lanes of I-43 from North Avenue to State Street by this fall. The first system-to-system ramp in the new interchange is scheduled to be ready by the end of the year when the southbound I-43 ramp to westbound I-94 is opened. As the ramp is being constructed, traffic on that route will be redirected onto a temporary ramp this summer so that access from the north to the west is not interrupted. The same process will be in place for the eastbound I-94 ramp to northbound I-43. A temporary ramp will carry traffic beginning this fall.

A ceremonial kick-off event was held in October on the Marquette University campus, with Governor Jim Doyle, WisDOT Secretary Frank Busalacchi, U.S. Senator Herb Kohl and Milwaukee Mayor Tom Barrett attending and speaking.

I-90 Dynamic Message Sign: A Tollway, WisDOT, and IDOT cooperative effort

Through the cooperation of Wisconsin DOT, Illinois DOT and Illinois Tollway, a new DMS will be installed on I-90 in Wisconsin for southbound traffic approaching the Illinois State line. The DMS will be operated by the Illinois Tollway and will provide key traveler information for motorists entering the Rockford area. The new sign placement will augment the area's regional operations efforts, including alternate route considerations.

New I-PASS lanes

The Illinois Tollway has completed five new Mixed-Use I-PASS Only lanes at four toll plazas on the central Tri-State Tollway (I-294), so truckers have more incentive to stay on the Tollway and not divert to local roads.

The new lanes are part of the Illinois Tollway's ongoing coordination with the Illinois Trucking Association to help trucks using I-PASS save time and money now that toll rates have increased to fund the Tollway's $5.3 billion Congestion-Relief Plan. Second Mixed-Use I-PASS Only lanes are now available at the 82nd Street, 83rd Street, Irving Park and Cermak toll plazas. Manual toll booths to the right of the existing Mixed-Use I-PASS Only lanes were converted so that each plaza will have two dedicated I-PASS Only lanes available to trucks.

"This is an example of our continued efforts to address the concerns of the trucking industry," said Executive Director Jack Hartman. "Statistics show that our trucking customers can save 10 minutes each trip on the Tri-State Tollway by driving through an I-PASS Only lane instead of stopping at a manual toll booth. By proactively adding interim I-PASS lanes at toll plazas throughout the system, we ensure that I-PASS users can continue to save time and money while we work to complete Open Road Tolling in 2006."

As of January 1, truck rates increased for all trucks, but truckers can reduce the additional tolls paid by using I-PASS and by driving during off-peak periods to take advantage of discounted rates. Studies show that commercial trucks using I-PASS can reduce their travel time by up to 20 minutes for a round trip on the Tri-State Tollway (I-94, I-294, I-294/I-80) between Wisconsin and Indiana. By spending less time on the road in traffic, truckers can spend less on costs to fuel and maintain their rigs.

According to the Midwest Truckers Association, truckers can save $25 in operating costs for every 15-minute reduction in trip time. So even before the addition of these new Mixed-Use I-PASS Only lanes, truckers can save as much as $333 per month using I-PASS for 10 round trips on the full length of the Tri-State Tollway. □

For more information, contact Joelle McGinnis at jmcginnis@ tollway.state.il.us or 630-241-6800 ext. 2380.

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:

3M Intelligent Transportation Systems
Adaptive Micro Systems, Inc.
Addco, Inc.
Adesta LLC
American Motorcycle Association
Argonne National Laboratory
Atlantic Scientific
Brown Traffic Products
Cambridge Systematics
Chicago Area Transportation Study
Chicago Department of Aviation
Chicago DOT
Chicago Transit Authority
City of Rockford
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Illinois Commerce Commission
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Pace Suburban Bus
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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 Gary Rylander at grylander@ekmail.com. □

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How to reach us...

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- FAX: 630-252-4780
- 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 more information on ITS Midwest, visit www.itsmidwest.org.

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

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

Indiana DOT:
Mark Newland, 317-232-5523

Wisconsin DOT:
Phil DeCabooter, 608-267-0452

URS:
Jeff Benson, 612-373-6444

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