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Adesta, LLC
Alliance for Transportation Research
Carter & Burgess, Inc.
City and County of Denver
Daktronics, Inc.
David Evans & Associates, Inc.
Douglas County Public Works
Federal Highway Administration
Frankie Friend & Associates
GE Multilin, Lenronics
Kimely-Horn and Associates, Inc.
Meridian Environmental Technology, Inc.
Montana Department of Transportation
Nebraska Department of Roads
New Mexico Dept. of Transportation
Northrup Grumman Mission Systems
Skyline Products, Inc.
ThomTech Design, Inc.
University of Utah, Traffic Lab
Utah Department of Transportation
Utah Transit Authority
Western Transportation Institute, MSU
Westwood One
Wyoming Department of Transportation

Message from the President



Welcome to the ITS Rocky Mountain Chapter's Summer newsletter. The mission of the Rocky Mountain Chapter is to "develop partners for the effective deployment of ITS across all surface transportation modes, thus providing a viable and sustainable system for the Rocky Mountain Region that will benefit all users".

Our Summer newsletter includes submissions from around the region about the expansion of the Greater Yellowstone ITS program, an assessment of the Colorado Rockies Opening Day traffic operations in Denver, and an update of information on the Treasure Valley ATMS deployment. News from the region features updates from Utah Transit Authority in Salt Lake City, and the Utah Department of Transportation's updates on 511 and the Commuterlink Partnership.

By now you should be preparing your travel and reservations for our 2004 Annual Meeting to be held in conjunction with the 2004 Joint Engineers Conference, November 4-5 in Helena, Montana. The Conference will be held at the Red Lion Colonial Hotel. Vendor information as well as reservation information is available on our web site (as well as page 12 in this Newsletter). The program has been finalized and participants will find it to be very full and valuable with an extensive ITS track. To view, visit the ITS Rocky Mountain website and follow the *Meeting and Events* link.

On the website, our student section is dedicated to providing information on supporting student efforts in the region including details on our 2004 Paper Award and Scholarship Competition that will be awarded at the Annual Meeting.

Finally, we would like all members to become involved in the chapter and help get the word out about the quality of work being done in our region. Please phone, fax or email any comments, suggestions and opportunities to me or to our Chapter web site www.itsrm.org.

- Richard Hodges, Chapter President (RHodges@uta.cog.ut.us)

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John English
Utah Transit Authority

John serves as a Senator from the state of Utah on the ITS Rocky Mountain Board of Directors.

Join in the Reinvention of Transit

Now is the century for transit, and transit must reinvent itself to ensure a vital role in the national transportation system. A great opportunity for reinvention lies in the creative application of new technologies including communications, revenue processing and transportation congestion management. The Intelligent Transportation Society of America's Public Transit (PT) Forum is developing these technologies for transit application, but the industry must participate if the momentum is to continue and be successful.

Two events are scheduled for 2005 that provide excellent opportunities for transit officials to become more involved in intelligent transportation systems. The ITS America 15th Annual Meeting will be held May 2nd to 4th in Phoenix, and the ITS World Congress is scheduled for November 6th to 10th in San Francisco. Both events will have sessions featuring the most inventive transit projects and technologies in the world.

"As Chair of the ITS America's PT Forum, I have worked with meeting planners to showcase a major demonstration at the ITS World Congress highlighting surface transportation innovations in all modes, including transit," said John English, General Manager of the Utah Transit Authority. "It is in these mixed-mode conversations where creativity and sharing takes place. As transit advocates, we have much to share and much to learn from our transportation peers, and I encourage you to attend."

Andrew Bata with New York's Metropolitan Transit Authority is the transit representative on the planning committees for both the ITS World Congress and the ITS America Annual Meeting. Questions about the meetings or ideas for presentations or sessions topics may be directed to Bata at abata@nyct.com or 646-252-4599. You may also contact Hallie Smith, ITS America, at hsmith@itsa.org or 404-467-9297. More information about ITS-related news, meetings and events is also available online at www.itsa.org/PTForum.html.

"Please mark your calendar and join me at these exciting and important ITS meetings," said English. "I look forward to working with you as we explore ways to reinvent transit with new and exciting technologies that can improve our operational efficiency and increase the level of service to transit riders."



Greater Yellowstone Project Expands Access to Tourist and Safety Info

Yellowstone National Park and the surrounding region attract a growing number of national and international travelers each year. The Park alone estimates the number of annual visitors at more than 3 million, with the majority touring the park in private vehicles. The regional transportation infrastructure must also serve the needs of visitors to nearby recreational destinations (such as Grand Teton National Park), residents of the three states that border the Park (Montana, Idaho, and Wyoming), and the trucking industry.

Carla Little, Editor
Western Transportation
Institute

Transportation facilities in the region range from Interstate freeway to low-volume two-lane rural highways. The area also experiences severe weather conditions, such as snow, icy roads and high winds. Travelers in the Yellowstone region – especially those unfamiliar with the area – benefit from accurate and up-to-date

information about road conditions, weather conditions, and accidents, as well as tourist attractions and accommodations.

However, comprehensive traveler information is not always easy to access in the area. Although the region includes three states, road and travel information is frequently collected and disseminated on a state-by-state basis, making it difficult for travelers to obtain information on conditions across state lines. Communication of traveler information is sometimes limited by the capabilities of the technological infrastructure in a rural environment; for example, on some roads there are gaps in cell phone coverage.



Figure 1: GYRITS Study Area

In cooperation with FHWA and several state DOTs, the Western Transportation Institute (WTI) at Montana State University initiated the Greater Yellowstone Rural Intelligent Transportation Systems Project (GYRITS) to demonstrate and evaluate ITS in a rural environment. GYRITS began in January 1997 with a Congressional Earmark to fund the creation of a Regional ITS Strategic Deployment Plan and the implementation of “early winner” projects. In February 2000, WTI completed the strategic plan, which included stakeholder input, GYRITS organizational structure, regional architecture, legacy systems, and candidate projects.

During phase two, WTI worked with numerous federal, state, and private agencies to implement the projects identified in the strategic plan. Since the deployment projects were designed to increase safety and mobility along the GYRITS corridor, traveler information was frequently a key component.

For several of the projects, WTI evaluated the effectiveness of displaying driver

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Figure 2: Portable Dynamic Message Sign (DMS) in Idaho.

warnings on Dynamic Message Signs (DMS). In Idaho, the Department of Transportation identified six highway sites with high rates of auto accidents. Eight portable DMS were purchased and deployed starting in December 2000 to warn drivers of icy road conditions on sharp curves. (By purchasing portable signs, ITD can move them in the summer to post messages about road construction, accidents and even wildlife near roadways.) To conduct the evaluation, researchers collected and evaluated data, including traffic speed, traffic volumes, and crash statistics. WTI also conducted motorist surveys in 2001 and 2002 to assess motorist response to the DMS. While sign usage has not yet yielded a significant reduction in crashes, motorists reported that the signs were effective and trucks exhibited lower speeds when the signs were activated.

In a similar project in Montana, eight new portable DMS were deployed to display safety messages about construction, road conditions and potential delays at various sites in both winter and summer. At four locations where winter weather frequently creates challenges, concrete pads were constructed to facilitate installation and increase stability. To evaluate the effectiveness of these signs, Montana Department of

Transportation maintenance personnel completed user surveys regarding their perception of the signs' performance during the deployment period. From the survey data, WTI was able to develop several important recommendations for improving future use of DMS in Montana, including creation of a user's training program, a policies and procedures manual for DMS use, and a message guide set. Maintenance personnel also identified 34 additional locations in Montana where DMS could provide useful traveler information and safety messages.



Figure 3: Portable DMS in Montana.

In Wyoming, a single DMS was deployed in conjunction with smart technologies to provide targeted warning messages on a challenging stretch of road. Near the town of Lovell, Wyoming there is a section of Highway 14A with numerous, consecutive downgrades and sharp curves. Despite the road's low traffic flow (approximately 300 vehicles/day), the location has been the site of numerous rollovers by high profile vehicles, including three recent fatal accidents. The Wyoming Department of Transportation and WTI coordinated a project to install loops in a section of road preceding the trouble spot that can measure the vehicle's length and speed. If the vehicle is large and exceeding a safe speed, the DMS sign is activated, flashing a message such as "Curve Ahead, Slow Down." To evaluate the sign's effectiveness, WTI collected speed and crash data and conducted motorist

surveys. Speed data suggests that there has been a reduction in vehicle speeds, and motorist response to the signs has been generally positive. While crash data has to date been statistically inconclusive, the absence of fatal crashes since the sign's deployment suggests that it is a cost-effective investment in highway safety.

Improving traveler information is also an important element of the Incident Management Response Guide developed through this project. Researchers conducted surveys and personal interviews with incident response professionals throughout the

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Yellowstone region, and developed recommendations for improving the procedures for managing incidents. One recurring theme in the recommendations was enhanced coordination and communication among the various jurisdictions responsible for incident management, in large part so that travelers can have access to the most up-to-date information about incidents throughout the region that may cause delays or pose safety hazards. The Incident Response Guide also includes recommendations for posting effective and consistent traveler information messages on Highway Advisory Radio, Dynamic Message Signs, and 511 systems.

“The most ‘hands on’ approach to expanding access to traveler information was the creation of touch screen kiosks for use throughout Montana.”

The most “hands on” approach to expanding access to traveler information was the creation of touch screen kiosks for use throughout Montana. In cooperation with the Montana Department of Transportation and the Montana Department of Commerce (Travel Montana), WTI coordinated with the University of Montana to develop and deploy 6 kiosks at key locations where Yellowstone tourists stop (restaurants, a rest area, an airport, etc.). Through the use of a touch screen and interactively designed formats, travelers can get information such as:

- Listings of tourism and recreational facilities in the region
- Local weather and road condition information
- Real time images from roadside cameras
- Interpretative information about Yellowstone National Park
- Local events and activities
- Maps and area information



Figure 4: Kiosk at Wheat Montana Bakery in Three Forks, Montana.

The pilot deployment of the kiosks yielded important lessons learned regarding technical challenges, content development, and placement and marketing of the kiosks. WTI and the State of Montana continue to work with the University of Montana in this field through the development of upgraded kiosks targeted at tourists visiting the state for the Lewis and Clark Bicentennial.

Even GYRITS projects aimed at improving mobility and safety can have indirect benefits for travelers seeking information. WTI and Yellowstone National Park jointly developed and managed the installation of Automatic Vehicle Identification Systems (AVI) at two Park entrance stations. Park employees, who received electronic tags to attach to their vehicles, can now enter the Park through a designated AVI lane, where an antenna reads the ID number and authorizes automatic entrance. The primary goal of this project was to reduce the wait time at the entrances for employees, but it has the added benefit of increasing the amount of time rangers can spend advising tourists about travel and recreation within the park.

The deployment phase of the GYRITS project concluded in December 2003. WTI has just released an interactive CD-rom that includes the final reports for all of the demonstration projects. For further information or to request a copy of the CD, please contact Principal Investigator Pat McGowen at (406) 581-8018 or at patm@coe.montana.edu. For information about the Western Transportation Institute, please visit our website at www.coe.montana.edu/wti. ■



Colorado Rockies' Baseball Opening Day from the Denver TMC

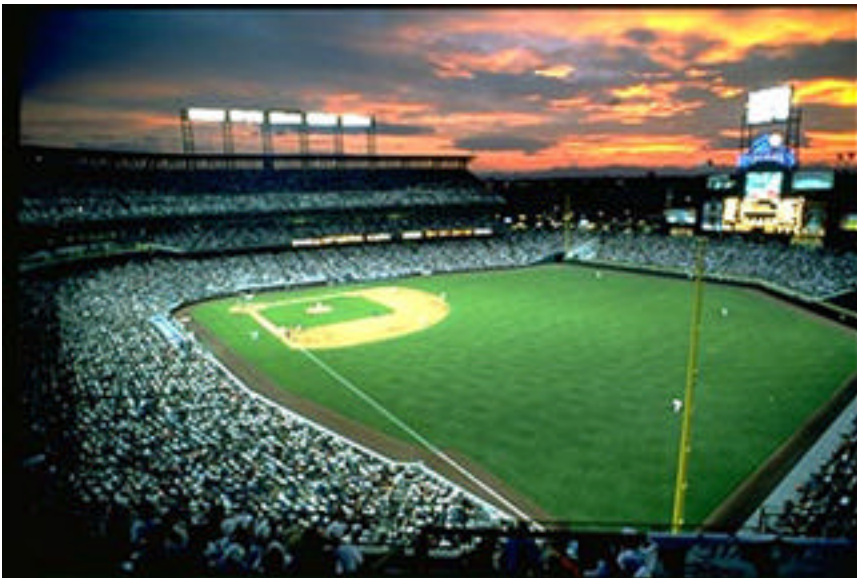
Michael Finochio
City and County of
Denver

Opening Day for the Rockies' game is one of the busiest traffic events of the year for the City and County of Denver. Through a combination of traffic management techniques, city traffic engineers assist baseball fans driving to this special event. These techniques include special baseball timing remotely installed at key signalized intersections, use of a traffic responsive system, actively changing the signal timing, and monitoring traffic conditions. This is made possible by the Traffic Management Center (TMC).

The TMC, which was launched in 1995 at Coors Field, is a part of the overall operation of 1,240 signalized intersections, approximately 500 of which are on computerized control systems. The TMC moved several times over the past 9 years. From a small non-climate controlled room in Coors Field, to a shared office space in the former Terra Center Building, back to the room at Coors Field, to office space on the University of Colorado-Auraria Campus, and finally to its current city-designed space at the Webb Building.

"The goal of the city traffic engineers is not just to move the maximum amount of vehicles, but to manage the entire traffic process during an event."

During an Opening Day baseball game, the TMC has several technicians and engineers working both in the control room and in the field. Several monitors show views from intersections across the city. Computers for displaying real time signal information, variable message signs, blank out signs, highway advisory radio stations, and over 900,000 linear feet of fiber optic cabling assist in managing traffic into and out of downtown during baseball games. In addition to Opening Day for the Rockies, TMC personnel manage the traffic for approximately 50 special events every year



On the opening day of Denver's major league baseball season, most of the traffic related changes occur along 20th Street, 22nd Street, Park Avenue, Blake Street, and Market Street near Coors Field, the baseball stadium, and along Broadway. City traffic engineers monitor traffic along these key streets to reduce traffic congestion. Cameras, which are installed at many of the signalized intersections across the city, give engineers a birds-eye view of traffic conditions. Video detection cameras also transmit changes in traffic flow to the central computer system that is used in the traffic responsive system.

The goal of the city traffic engineers is not just to move the maximum amount of vehicles but to manage the entire traffic process during an event. That includes managing signals, giving drivers information about traffic via displays, and providing information about light rail. Traffic engineering is a balancing act - there may be 50,000 people coming into downtown for the game, but the entire street grid system still needs to be managed. ■



Bart Cima
IBI Group

Jim Larsen
Ada County Highway
District

Treasure Valley Advanced Transportation Management System Deployment

The Treasure Valley corridor is a 30-mile segment of I-84 and I-184, which passes through the metropolitan area of Boise, Idaho. The corridor services the central business district of the City of Boise from suburban communities located throughout the Valley, with bi-directional average daily traffic counts projected to exceed 100,000 vehicles/day by 2006. The Ada County Highway District (ACHD) has operational responsibilities for the freeway, through a partnership with the Idaho Transportation Department, and arterial highway network along this corridor.

Faced with growing congestion and daily incidents, ACHD embarked on a project to deploy an advanced traffic management system (ATMS) to meet its operational requirements for the active management of traffic and provision of traveler information on both arterials and freeways in the corridor.

The ATMS has the capability to capture and manage traffic data from a variety of roadway sensors, control CCTV cameras and distribute images over the communications network and the Internet, detect and track incidents, detect and track traffic queues, display roadway events such as incidents and construction, generate automated event response plans based upon user specified response logic including DMS messages, control of DMS, and the dissemination of event information over the Internet, email and facsimile.

The ATMS was developed and integrated with existing field equipment by IBI Group. The system is a series of subsystems that provide:

- ◆ Capability to capture and manage traffic data from a variety of roadway sensors for real time display and historical analysis;
- ◆ Control CCTV cameras and distribute full motion images over the communications network to other agencies;
- ◆ Automatically detect and track incidents on freeways and arterials;
- ◆ Detect and track traffic queues;
- ◆ Allow the operator to define and declare roadway events such as incidents, weather, and construction;
- ◆ Generate automated event response plans based upon the characteristics of each event using ACHD defined response logic;
- ◆ Recommend implementation of incident management plans;
- ◆ Disseminate event information over the roadside dynamic message signs (DMS), Internet, email, facsimile and potentially telephone information;
- ◆ Provide secure access to the system for other agencies and institutions for the monitoring of traffic conditions and research purposes including:
 - Idaho State Communications (emergency dispatch)
 - Ada County Sheriff's Office
 - Idaho State Police
 - Idaho Transportation Department
 - Boise State University
 - University of Idaho

The ATMS initially provides for the monitoring and control of forty-five closed circuit television (CCTV) cameras, four dynamic message signs (DMS) and twelve vehicle detection units over both fiber optics and wireless communication network. Details of the expected expansion of the system are shown in Figure 1.

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DEVICE TYPE	INITIAL DEPLOYMENT 2003	MID-TERM FUTURE, 1-5 YRS	LONG-TERM FUTURE, 5-15 YRS
CCTV	45	80	150
Dynamic Message Signs	5	10	30
Vehicle Detection	12	50	120
Ramp Metering	--	4	20
Weather Monitoring Stations	--	5	10
Connection to Traffic Signal System (number of signals)	--	100	300
Connections to Other Users	2	2-5	~ 15

Figure 1: Treasure Valley ATMS Deployment Plan

Day in the Life of The System

The following narrative is intended to describe a “typical” day of the ATMS operations activities. The narrative highlights the different features of the system and the various tasks of the operators, and demonstrates how people use judgment, procedures and institutional policies to work together with the software to optimize system effectiveness.

It is 7:30 in the morning on a typical autumn weekday. The two-person ATMS team, consisting of one supervisor and one operator, has already been on duty for an hour and a half at the ACHD Traffic Management Center (TMC) shown in Figure 2.

So far it has been an incident-free rush hour, and commuter traffic is flowing smoothly. The operator studies their system generated graphical display of traffic conditions along the sections of the freeway, looking for unusually high occupancies or any other evidence of trouble. Vehicle detectors located on the freeway are used to generate the traffic condition information in real time. Occasionally, she looks up to scan the rows of CCTV images, which have been preset to known trouble spots. The operator pans through every CCTV camera on an hourly basis to check system status.

Stalled Vehicle

It is now 11:30 in the morning. The operator is panning the camera at the WYE Interchange of Interstate 84 and 184, while keeping an eye on the graphical display showing traffic conditions.

Suddenly, she hears an alarm from her console, while a small red flag begins to flash on her graphical display in the westbound lanes, at the I-84 Exit 46 (Eagle Road) Interchange. The system has detected what it considers to be an incident, and is waiting to enter into a confirmation dialogue with the operator.

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The operator notes that the system has identified the I-84 Exit 46 and Exit 44 CCTV cameras as the upstream and downstream CCTV and has automatically switched

her desktop monitor to those cameras, which has been turned to the appropriate preset. She needs to slightly pan the Exit 44 camera manually to have a better view of the potential event location. She spots the source of the problem: a stalled car in the right-hand lane upstream of the Exit 44 off-ramp. Using the incident dialogue screens, the operator enters this information into the system, which then generates a suggested response.

In addition, the system will inform drivers using the DMS upstream of Exit 44 on the Interstate 84 and arterial DMS on Eagle Road approaching Exit 44. The media and the public will be informed by updating the web site with details of the problem and sending facsimiles and emails. Using the response confirmation screens, the operator confirms the response, and then notifies



Figure 2: ACHD Traffic Management Center

emergency responders of the stalled car.

It is now 11:45. Although traffic was initially not slowing down as a result of the incident, the growing mid-day volume has caused a small queue to grow upstream from the incident. The operator has been tracking the queue end and the system has suggested changes to the DMS messages to reflect the changing queue-end location. Meanwhile, a tow truck has appeared on the scene and is in the process of clearing the incident.

The operator glances at her CCTV monitor and notices that the tow truck is just about ready to haul away the vehicle. She pans upstream over the small queue and, based on past experience, judges that traffic will return to normal quickly after the vehicle has been towed away.

It is now noon and the last effects of the queue have disappeared. Once the stalled vehicle was removed, the queue began to dissipate quickly, and the response changed along with it. The DMS messages warning of queue congestion remained up at locations upstream of the queue-end, until the queue has dissipated. The system suggests that the queue is over, and the operator, seeing nothing on the roadway that requires a response, confirms the suggestion and officially terminates the queue.

Severe Accident

It is now 4:30 in the afternoon. The evening team has relieved the morning crew, and is currently monitoring the building afternoon traffic, when the operator receives an alarm at his terminal. The operator notices the red flag icon flashing on the west-bound direction at the Exit 44 Interchange. Turning the suggested camera indicates a multi-vehicle accident with possible injuries blocking almost two lanes. Motorists are moving very slowly past the incident on the left shoulder and part of the left lane.

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He immediately picks up the phone and contacts the 911 dispatchers, supplying them with the information they need to respond quickly (such as event location, event type and number of vehicles involved). He then enters into the incident dialogue screen and provides the system with the information that is needed in order to generate a response. Given the current traffic conditions and the serious nature of the incident, the system recommends a set of warning and accident information messages and recommends the implementation of an incident response plan. The operator glances up to the monitor. Already traffic is backed up for almost a mile, and the queue is growing quickly.

The system suggests a range of responses for the relevant DMS on Eagle Rd and WB on I-184 and I-84. At the same time, public is informed of the situation when they look at the web site and the media and other agencies receive subscription facsimiles and emails. The traffic signal timing plans on parallel arterials are changed to accommodate anticipated additional traffic.

At 4:40, two police cruisers and an ambulance arrive on the scene. Within minutes, the emergency crews push the accident onto the right shoulder and right lane. There is more room for motorists to pass the site by driving on part of the left lane and part of the shoulder. The DMS on Eagle Rd and on I-84 are already indicating which lanes are blocked so that westbound motorists can choose to take alternative routes if they wish instead.

While awaiting directions from police at the accident site, the operator focuses his attention on the back of the queue, which has split and is growing down I-184 and I-84.

At 4:45, the police report in with their assessment of the accident. The operator is relieved to hear that the injuries are minor, and that the shoulders will be kept open. If the police had ordered a freeway closure, the operator would have been ready to respond with appropriate signing to divert everyone off the freeway.

It is now 4:50. The ambulance is leaving the scene with the injured, and the police are wrapping up their on-freeway investigation. The police instruct the tow trucks to move the vehicles off the freeway, and request the maintenance crew to clear up the debris and re-open the blocked lanes. The operator continues to monitor the situation, paying particular attention to the queue-end.

By 5:05, the accident site is clear. The operator takes a final look at the freeway-wide traffic situation, using his graphics screen and CCTV monitor, and then terminates the incident. However, a queue still remains. The operator using the system continues to manage the queue until it completely dissipates.

Summary

The Treasure Valley ATMS provides ACHD with an effective tool for the active management and operation of the freeway and arterial highway network in the region. The system provides for the real time monitoring of highway conditions through sensors and CCTV cameras and the automatic detection of freeway incidents. The system offers the ability to respond to planned and unplanned events through the dissemination of traveler information to emergency providers, media and the public. Based on the severity of the incident, the system prompts the operators to implement incident management plans that call for the deployment of detour routes and pre-defined traffic signal timing plans on arterial detour routes. Information on all aspects of each event is captured to allow for the development of improved responses in the future. ■



News from around the Region...

CommuterLink System awarded for the nation's best 'Return on Investment'

SALT LAKE CITY, UT -- For the third consecutive year, the Intelligent Transportation Society of America (ITSA) presented CommuterLink with a "Best of ITS Award." This year, Utah's Intelligent Transportation System received top honors in the "Return on Investment" category. Based on a study done by the University of Utah, CommuterLink tools benefit commuters with savings in reduced delay, fuel consumption and emissions. Drivers also receive safety benefits from reductions in the number of primary and secondary crashes. According to the study, the CommuterLink system in Salt Lake County prevents 948 crashes and three fatalities each year and saves Utahans \$179 million and 9.8 million hours annually. The overall benefit-cost ratio of the system was identified as 16.7, meaning for every \$1 in costs, the system provided \$16.70 worth of benefits. This illustrates CommuterLink's ability to offer a variety of social benefits that outweigh the annual cost of the system, including significant time savings, less traffic congestion and reduced pollution. CommuterLink closed-circuit television (CCTV) cameras and Incident Management Teams reduced clearance times for major single-lane incidents from four to two hours and for multi-lane full closure incidents from three to two hours. Over its five-year history, CommuterLink has saved 15 lives and prevented 4,740 traffic accidents.

UTA Hires Chief Technology Officer

SALT LAKE CITY, UT -- The Utah Transit Authority (UTA) has hired Clair Fiet as its chief technology officer. As the former manager of UTA's Information Systems, Fiet has been with UTA for 10 year and in his new position will direct all of UTA's technology efforts. This includes a major initiative to redesign the Salt Lake area bus service and enhance technology's significance in the project.

"The current economy demands UTA perform its mission with great efficiency and technology is the vehicle we will use to accomplish this goal," says John English, UTA general manager. "Clair is the right person for the job."

Initial technology projects Fiet is working on include:

- Electronic fare collection;
- Enhancing communication technology among UTA's divisions;
- Exploring passenger counting for current and future rail services; and
- Implementing transit television or passenger entertainment.

A current project planned for this fall is the replacement of UTA's radio system. The new radios will provide the voice and data link between the UTA fleet and information systems. The implementation of the new radio system will support intelligent transportation systems such as passenger counting, fare box monitoring, vehicle location, collision avoidance, automated stop announcement and vehicle metrics.

Fiet said his focus will be to unite all of UTA's technology segments together into one effort to help reinvent UTA's bus service. "I look forward to supporting UTA and working on new ways to make our transportation system smarter and more efficient through technology," he said.

Utah Enhances 511 Travel Information Line

SALT LAKE CITY, UT -- The announcement feature on Utah's 511 Travel Information Line has been upgraded. Now, CommuterLink not only allows operators to record AMBER Alerts at the top of the 511 main menu, but specific messages can be recorded and attached at any level within the 511 system. For example, CommuterLink officials recently used this feature to record an announcement to warn commuters of closures on SR-92 due to a fire.



Registration for Annual Meeting Now Available - Register Today!

Mark your calendars and plan on being in Helena, Montana on November 4th and 5th for the 2004 Joint Engineers Conference! The ITS Rocky Mountain Chapter (Chapter) will also be holding it's Annual Meeting at this time. As such, the Chapter has been developing an ITS short course and several ITS specific tracks to complement the myriad of sessions already offered at the conference. These include a half-day short course entitled *How is Advanced Technology Changing Transportation Infrastructure, Driving and Training Needs?*, as well as four additional 90 minute ITS sessions entitled:

- *ITS Development: Turning Ideas into Actions;*
- *ITS Operations: Maximizing Effectiveness;*
- *ITS Implementation and Technology: Tools;* and
- *Operating Signalized Arterial Corridors for Small to Medium Cities.*

All together, over 40 different sessions are being offered on the 4th and 5th with an additional preconference workshop (*Increasing Human Effectiveness: Managing the Rapids of Change*) scheduled for the 3rd. A total of 21.5 continuing education credits will be available over the three days and will be administered through Montana State University. Guest tours, a "Hall of Fame" Banquet and Vendor Exhibits top off this informative event. Registration costs for ITS Rocky Mountain Members are \$125.00 (one day), \$175.00 (two day) and \$225.00 (three day).

Accommodations for the Conference are not included in the registration fee. However, group rates have been negotiated at the following Helena hotels. When reserving your room, identify yourself as a Joint Engineers Conference participant.

Red Lion Colonial Hotel (site of Conference)

2301 Colonial Drive
Helena, MT
1-800-422-1002

Queen (single occupancy) - \$67.00 plus tax, (double occupancy) - \$74.00 plus tax
King (single occupancy) - \$71.00 plus tax, (double occupancy) - \$78.00 plus tax
Exec. King (single occupancy) - \$81.00 plus tax, (double occupancy) - \$88.00 plus tax
Make reservations by 10/03/04

Super 8 Motel

2200 11th Avenue
Helena, MT
406-443-2450

Double Occupancy: \$67.70 plus tax
Make reservations by 11/03/04

Full session descriptions as well as information relating to the vendor show can be found online at www.itsrm.org/meetings.htm. Just look for the Attendee Registration or Vendor Registration links to download the applicable forms.

We look forward to seeing you there!