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## Message from the President

Welcome to the Spring newsletter of the ITS Rocky Mountain Chapter. This edition of the newsletter includes articles on ITS operations and travel information programs, as well as a wrap-up of news and events in the region. We have feature articles on the second generation enhancements of Utah's travel information tools and from Montana on how the rural traffic management center will improve traveler information.



I've just returned from the ITS America annual meeting and there are several topics that will have great impact in the Rocky Mountain region in the coming years. Of these - VII - comes prominently to mind. What is VII? VII stands for Vehicle Infrastructure Initiative. It a cooperative effort between Federal and state departments of transportation and vehicle manufacturers to evaluate the technical, economic and social/political feasibility of deploying a communications system to be used primarily for improving the safety and efficiency of the nation's road transportation system (definition from ITS America). The primary benefit of VII deployment would be roadway safety. There are also expected to be significant benefits to operations and maintenance of the transportation network due to the real-time performance feedback that the VII deployment would provide. Additionally, other commercial and business applications may be enabled by a high bandwidth data connection between vehicles and the infrastructure.

Back to ITS America - the international efforts in VII are beginning to coalesce and the USDOT proof of concept demonstration appears to be on track for the 2007-08 decision points. The VII infrastructure and architecture will present some interesting challenges in the far flung travel corridors in our region. Travel information, 511 and commercial vehicle issues are rolling nationally and the drive to define the development of VII data is churning through the public and private sectors. I'd encourage you to log in to the various ITS forum web pages at [www.itsa.org](http://www.itsa.org) and review the activities of areas that may interest or affect you.



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AASHTO, ITS America, and a number of equipment and vehicle vendors are sponsoring a VII roadshow that is stopping in Salt Lake City on June 17th. ITS Rocky Mountain has been asked to help find volunteers to assist in the safety and operation of the show. Bryan Chamberlain, UDOT (ITS Rocky Mountain Senator) is helping coordinate. If you want to help, contact him at [bchamberlain@utah.gov](mailto:bchamberlain@utah.gov). More information about the demonstration can be found at the end of this newsletter in the Upcoming Events section.

The “main event” for the Rocky Mountain Chapter is coming this summer. In the tradition of all summer blockbusters, the 2006 National Rural ITS Conference August 13-16, 2006 in Big Sky Montana should already be on your calendar. It promises to be an informative and enjoyable event hosted by the Western Transportation Institute and the Rocky Mountain Chapter of ITS America. The conference will be sponsored in part by the Federal Highway Administration/US Department of Transportation, ITS America, Institute of Transportation Engineers District 6, the Critical Illness and Trauma Foundation, the Montana Department of Transportation, and ThomTech Design, Inc. This edition of the newsletter has an update on registration and accommodations for the conference. We will also be holding our annual meeting and elections at the conference. Keep an eye out for further sponsorship opportunities and also volunteer opportunities for this event. Updates can be found at [www.itsrm.org](http://www.itsrm.org) or at [www.2006nrits.org](http://www.2006nrits.org). ■

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 or email any comments, suggestions and opportunities to me or to our Chapter web site [www.itsrm.org](http://www.itsrm.org).

- Richard Hodges, Chapter President ([rmhodges@rmhodges.com](mailto:rmhodges@rmhodges.com))

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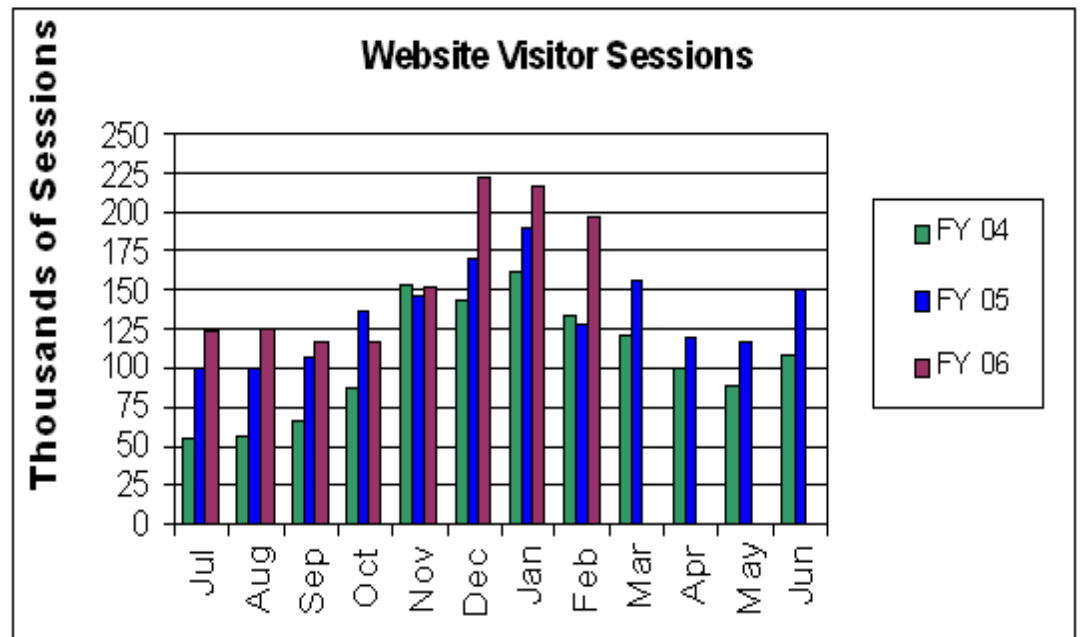
## Job Announcements

If you would like an ad placed in the ITS Rocky Mountain Newsletter and/or the ITS Rocky Mountain website please email [employment@itsrm.org](mailto:employment@itsrm.org).

# Taking it to the Next Level ...

## Enhancing Utah's Travel Info Tools

The Utah Department of Transportation has received local and national accolades for its travel information system and has seen a steady increase in the use of its information tools – including the CommuterLink website, 511 Travel Information Line, electronic message signs, and highway advisory radio. These integrated tools provide a valuable service in giving the public information that is both timely and relevant to their needs. As the demand for travel information and the information system itself have grown, it has become increasingly important to ensure that the public receives consistent, accurate, and high-quality messages from all travel information sources. Recognizing this fact, UDOT recently launched an initiative to improve the overall quality and usefulness of its system, and offer new travel information tools to the public.



### Quality Control

One of the first steps taken by UDOT was to hire a new communications specialist with responsibility for quality control and ensuring that messages are accurate and effective. On a daily basis, this individual monitors the components of the system to make sure they are working properly, and troubleshoots problems as they occur. This allows control room operators to focus on identifying and gathering information about incidents, while the communications specialist verifies that the information is playing or displaying correctly. When an incident or situation requires more information, he is able to record announcements on the 511 line and highway advisory radio that contain greater detail and more information than can be obtained from computer-generated messages.

Bentley Mitchell  
UDOT Traffic Operations  
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Besides daily monitoring information from the control room, the specialist goes into the field regularly to verify that the equipment is working and that information being reported is accurate. He also compiles and analyzes statistical data in order to highlight trends, and identify strengths, weaknesses, and areas where additional improvements or enhancements to the travel information system and its components are needed.

### **New Features and Enhancements**

In addition to their quality control efforts, UDOT is also developing and implementing several new enhancements and additional features that will provide the public with more travel information, and give them easier access to the desired information.

#### **Enhancements to the 511 Line**

Callers to Utah's 511 Travel Information Line can get information on traffic, winter road conditions, construction projects, mass transit, and ferry service. As the use of 511 continues to increase, UDOT recently implemented several enhancements that further improve its value and effectiveness as a source of information for travelers. These enhancements include:

- (1) The capability to record announcements for specific routes, which allows callers to get faster and easier access to detailed information on roads in desired areas.
- (2) Recorded messages containing information on seasonal road closures.
- (3) A new survey to gather feedback and input from 511 users about their current preferences and what they would like to see for future enhancements.
- (4) The option of connecting callers to 511 systems (or their equivalent) in surrounding states.



Additional 511 enhancements, such as travel times, weather forecasts, and tourism information are also currently being evaluated.



#### **New Website Features**



The CommuterLink website (<http://commuterlink.utah.gov>) provides a convenient way for travelers to get information about traffic, including real-time details on traffic incidents, road conditions, construction projects, and freeway speeds. The website also allows the public to view images from cameras throughout the state and messages being displayed on electronic message signs.

As the website's popularity grows, UDOT is seeking to improve the usefulness of CommuterLink by redesigning the site – a project that should be completed later this

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year. In addition to a more customizable, user-friendly interface, the new version of the site will offer up to the minute travel times and traffic status for major routes, additional information on weather and construction projects, and an improved ability to view information on specific routes and corridors across the state.

### **Electronic Message Signs and Travel Times**

Since the electronic message signs on the freeway first started displaying travel times for specific destinations during peak commute hours, the response from the public has been overwhelmingly positive – 86 percent of survey respondents wanted to see the travel times feature expanded. In response to the high demand, UDOT is working to post freeway travel times on electronic surface street signs throughout the Salt Lake Valley, and will look at expanding the travel time program to other areas in the state.



With these new enhancements and features being implemented, along with an ongoing focus on quality control, UDOT is improving its travel information system by providing the public with additional tools that provide faster and simpler access to accurate, high-quality, real-time information. ■

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## **Submit an Article...**

You can submit an article for publication in the ITS Rocky Mountain Newsletter! Articles must be no more than 3 pages in length and must contain contact information for the author. While any article may be submitted, publication priority will be given to articles that match the respective Newsletter's theme. Graphics and photos are welcome!



**2006** submission deadlines are as follows:

*July/August/September (Summer)* - July 21st. Theme: "Transportation in the Rockies" (Members are invited to provide topics that they would like to see addressed in this issue. Feedback on Chapter services and activities is also encouraged.)

*October/November/December (Fall)* - This issue will include a recap of the annual meeting. No articles will be accepted.

## **Job Announcements**

If you would like an ad placed in the ITS Rocky Mountain Newsletter and/or the ITS Rocky Mountain website please email [employment@itsrm.org](mailto:employment@itsrm.org).

## MDT's Traveler Information System Lacks Continuity



Brandi Hamilton  
MDT Maintenance  
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In Montana, the most visible deployment of ITS technology is our Traveler Information System. The system in Montana includes a 511 telephone service, 20+ still image video cameras placed in strategic locations, over 60 Roadway Weather Information Systems (RWIS), Changeable Message signs (CMS), our Internet site, and the Highway Advisory Radio (HAR). These collective systems and devices combine to form the foundation for traveler information in Montana.

Montana's 511 system was deployed statewide in January 2003. The system has been a great success with call volumes increasing more than three and a half times. There have been more than a million total calls to the system to date, and on our peak call volume day the system accommodated more than 35,000 calls. Several enhancements have been made to 511 including a landmark referencing system, regional reports, and the inclusion of more than 1,000 miles of secondary routes bringing the total to more than 8,000 miles of state maintained highways. Many of these changes have been made based on customer surveys and comments from callers, ranking Montana's 511 system second in the nation with a user satisfaction of more than 90% according to the 511 National Progress Report - May 2005.

The Internet is becoming an increasingly popular tool for travelers as well. MDT's traveler information page had nearly 15 million hits in 2005 accounting for approximately 40% of the departments' web traffic with the primary focus being winter driving conditions, but other information is also provided including; construction and maintenance project information, incident information, and load and speed restrictions for the Motor Carrier industry. One of the most popular features are the web cams, allowing travelers to see conditions first hand. Montana has 20 existing cameras, and just recently upgraded three of those to pan-tilt-zoom, which provide multiple images of the roadway. In order to maintain consistency in marketing and 511 brand recognition MDT has also just deployed [www.mdt511.com](http://www.mdt511.com).

Currently our traveler information system is diverse and provides a wealth of information, however we lack integration and continuity. Therefore, MDT is taking an all-encompassing approach and presently has numerous ITS projects related to traveler information.

In 2005 MDT secured funding to help improve traveler information in the state. An ITS earmark will fund projects such as an automatic vehicle location (AVL) pilot project. This technology instruments a vehicle with equipment that can be located on global positioning system (GPS) coordinates and relays information about vehicle location and activity. This technology will lead to improving the timeliness and accuracy of traveler information.

The second task included in the project is to create and implement a new traveler information system. This system will be designed to better accommodate the needs of users, be fully integrated, provide more flexibility, and be robust enough to incorporate all aspects of the existing system as well as be expandable for future ITS deployments. In addition, a concept of operations for a rural traffic management center will be developed which will identify user and stakeholder needs, operational facility requirements, software and hardware integration, and operations and

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maintenance.

A rural traffic management center (RTMC) will significantly enhance MDT's traveler information. The center as planned will provide 24/7 services for all traveler information elements. MDT currently staffs several offices on a 24/7 basis, and this center will eliminate the need for redundant coverage in division offices. The primary focus of a RTMC implementation is statewide communication and will not require major IT infrastructure upgrades. A centralized center would allow better coordination as additional devices are deployed as well as provide superior service and information dissemination to the traveling public.

MDT is currently in the process of analyzing the alternative for a RTMC and as a first step in that direction we are implementing a new software that will allow for control of all of MDT's 31 changeable message signs from a single location and a single software program.

There are many considerations in the deployment of these technologies. The challenge is to ensure a consistent message is delivered, that costs and resources to operate and maintain the systems are reasonable and available, and finally a long-term vision must be established for the system to ensure its viability from a statewide and regional perspective. ■

# Ada County Struggles to Keep Traffic Flowing Smoothly



Cynthia Sewell  
Idaho Statesman Reporter  
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“Number 18. Accident at Franklin and Maple Grove,” Wendi Tillman called out to Mike Boydston.

The duo sprang into action in the darkened Ada County Highway District’s traffic management center, where they monitor 55 traffic cameras on 18 video screens. Tillman posted an online incident report, and Boydston’s fingers flew across his keyboard to re-time the traffic signals to try to remedy the slowdown caused by the accident.

“I cannot tell how many cars are involved, or if it involves a pedestrian or cyclist,” said Tillman, scrutinizing the live video feed. The screen quickly filled with lanes of stopped vehicles, contrasting with the 17 other monitors that showed images of traffic flowing smoothly across Ada County. Boydston let out a sigh when he saw a police officer walk to the center of the intersection and start a series of arm movements. His lightning-quick re-timing effort was for naught. The accident had blocked so much of the intersection that police had to manually direct traffic. “Sometimes it works, sometimes it doesn’t,” said Boydston.

Tillman and Boydston are at the helm of the ACHD’s traffic management center, watching live feeds from major intersections and freeway locations to monitor traffic flows, detect incidents, adjust signal timing and post emergency information on roadside message boards.

Every weekday, Tillman scans the bank of monitors looking for anything that might disrupt traffic: accidents, disabled vehicles, debris, loose animals. She listens to a police scanner for the location of accidents or other incidents. As soon as she spots a traffic slowdown, she sends an incident report to local agencies, the media and ACHD’s Web site.

Boydston, too, frequently watches the monitors, looking at overall traffic flow to identify signals that need tweaking to improve traffic flow. From his computer, he can make on-the-fly adjustments to the timing of 277 signals via 100 miles of fiber-optic cable and copper wire. The only signals not at Boydston’s fingertips are the 90 fixed-time signals in Downtown Boise that don’t have a vehicle-detection system to trigger green lights.

For Boydston, the Super Bowl of traffic control is handling the exodus following a Boise State home football game. Boydston watches the game from the control room. As soon as the game ends, or if people leave early because it’s a blowout, he enters a new timing pattern into the system to expedite the exodus of cars from the stadium’s parking lot.



Wendi Tillman monitors a bank of 18 screens that shows traffic from 55 intersections and roads equipped with cameras.

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### **Every State has Signal Problems**

If you're frustrated by the lack of efficiency of the traffic signals in your area, you are not alone. Almost every state needs vast improvement in the monitoring and repair of its signals.

Well-timed traffic signals can decrease congestion, improve air quality, reduce fuel consumption and minimize accidents and aggressive driving, according to a 1995 study by the Institute of Transportation Engineers.

A national survey in 2005 gave the nation overall a D-minus when it comes to traffic signal efficiency. (ACHD received a C.) The report, prepared by the Federal Highway Transportation and various transportation groups, surveyed 378 traffic agencies in 49 states. It found:

- 68 percent have no management plan for their traffic signal operation or they respond to problem intersections as they happen.
- 71 percent do not have staff to monitor traffic before and after normal working hours.
- 57 percent do not conduct routine reviews of traffic signals within three years.
- 35 percent of the nations' signals have not been re-timed in more than 10 years.

The Institute of Transportation Engineers said benefits of spending on signal-timing outweigh the costs 40:1 in reduced fuel consumption, fewer delays and less pollution. So why don't agencies use the available technology and employ traffic signals to their full potential?

Limited resources. Agencies don't have money to replace outdated equipment, update traffic analyses, hire staff and perform routine repairs, re-timing efforts and inspections, according to the report.

### **Too Many Cars, Not Enough Staff**

ACHD's situation mirrors those findings. It has state-of-the-art signal-timing and -monitoring technology, but two problems prevent the agency from maximizing the expensive equipment's potential — not enough staff and too many cars.

As a general rule, the engineers institute said, proper operation and maintenance of a traffic signal system takes one traffic engineer for every 75 to 100 signalized intersections, and one technician for every 40 to 50 intersections.

For ACHD, with 367 signalized intersections, that formula would translate to about four traffic signal engineers and seven traffic signal technicians. ACHD has two engineers and six technicians. District staffers are so busy dealing with broken signals and troublesome intersections, they don't have time to perform routine inspections on the 367 signals around the county. "We are being reactive instead of proactive," said Boydston. The agency has only enough staff and resources to respond to complaints or emergencies. It doesn't have enough to perform routine signal checks and maintenance.

Overcapacity roads can also foul up signal timing. Boydston and ACHD congestion

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management supervisor Jim Larsen said they were not surprised to learn that the two roads that most frustrated Statesman readers with their bad traffic were State Street and Eagle Road, both over capacity. “You can have the best timing plans in place, but if the roads are over capacity, it won’t do any good,” said Larsen. State Street needs at least two more lanes based on current volume, said Larsen.

Eagle Road is the state’s busiest non-interstate road, and traffic is complicated by the signal at St. Luke’s medical center in Meridian, which is frequently interrupted by ambulances equipped with special devices that let them override the traffic light. “It takes three to five cycles for the signal to recover,” said Boydston. It can take up to 15 minutes before the St. Luke’s signal gets coordinated again with nearby signals, he said. That means vehicles can stack up at the I-84 Meridian Road off-ramp and at Eagle Road and Franklin.

ACHD is working to solve traffic-timing problems. This year, the agency will hire another traffic engineer to help Larsen and Boydston manage the county’s nearly 400 traffic signals. In addition, the report’s findings that 35 percent of the nation’s traffic signals have not been retimed in more than 10 years prompted ACHD last summer to spend about \$100,000 to re-time Downtown’s signals, a feat last undertaken 15 years ago.

The new timing pattern has lowered travel time by up to 12 percent, reduced vehicular stops by up to 14 percent and will save more than 250,000 gallons of fuel per year, according to a recent project report by DKS Associates, a Portland firm ACHD hired to re-time the lights. “The benefit/cost ratio is 31 to 1,” said Larsen. “We are pretty happy about that.” ■

# UTA Saves \$675,000 in Fuel Costs

## UTA becomes the world's first ISO 14001:2004, 9001:2000 certified agency

With increasing ridership and growing demand for transit, the Utah Transit Authority (UTA) searched for ways to improve bus efficiency and lower its dependence on diesel fuel. In 2005, UTA implemented international environmental and quality management standards normally reserved for private businesses. These standards established a process for improving the quality of transit in Utah, specifically on-time performance of its bus system and keeping fares low.

At an event held Thursday, April 20, SAI Global presented UTA with a certification for meeting these international standards, Standards set by the International Organization of Standardization (ISO). Invited by UTA, SAI Global spent 15-days auditing the agency's management systems and operations and determined UTA met the requirements to become ISO 14001:2004 and 9001:2000 certified. UTA is the first transit agency in the world to hold both certifications.

"This is a great day for UTA," said John English, general manager, UTA. "Receiving these certifications culminates two years of work, and we are honored to be the first dual-certified transit agency in the world."

"UTA is setting the pace for both public and private organizations in meeting higher standards of environmental responsibility," said Dianne Nielson, executive director, Utah Department of Environmental Quality. "We look to organizations like UTA to make our community more livable and healthy."

At the event, experts visually demonstrated how environmental and management improvements saved the transit agency money and improved the environment along the Wasatch Front. To demonstrate the amount of unhealthy emissions UTA is reducing monthly, 10-buses were arranged around the speakers to show their weight is equal to the amount of unhealthy emissions UTA no longer emits into the atmosphere.

Other demonstrations include UTA's sophisticated water treatment process, bus reliability improvements and a pilot program using contactless fare for increased passenger convenience.

Dignitaries at the event included John English, UTA, general manager; Dianne Nielson, Utah Department of Environmental Quality, executive director; Louis Sanders, American Public Transportation Association (APTA), director of research and technology; Ed Lunt, UTA Board of Trustee and ISO certified business leader and Bill Niedzwiecki, SAI Global, executive vice president. ■



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## News from around the region...

### Owens Signs Bill Making Colorado First State to Extend Amber Alerts to Missing Senior Citizens

Radio, television stations statewide will issue alerts

DENVER - Gov. Bill Owens has approved legislation making Colorado the first state in the country to extend the successful Amber Alert concept to missing senior citizens.

“The Amber Alert program has helped recover hundreds of abducted children nationwide since its inception ten years ago,” Owens said. “I believe the same strategy of rapidly disseminating information via the media will help locate missing senior citizens in need of help.”

Senate Bill 57, sponsored by Sen. Peter Groff (D-Denver) and Rep. Jim Riesberg (D- Greeley), creates a citizen alert program for missing seniors, 60 years of age or older with a “verified impaired mental condition” and “whose disappearance poses a credible threat to the safety and health of the person.”

When a missing senior comes under the criteria, the legislation specifies that “participating radio stations, television stations and other media outlets may issue the alert” just as they currently do when a child is abducted.

“We have learned from the Amber Alerts that time is of the essence. Such alerts can instantly create a giant neighborhood watch. The partnership between law enforcement, broadcasters and the community is a proven way to save lives,” Owens said.

Owens signed Colorado’s original Amber Alert legislation in April, 2002. The program is named after Amber Hagerman, a nine-year old girl who was abducted and murdered in Texas in 1996. Responding to community concern, Texas broadcasters created the first Amber Alert system which has since spread to all 50 states. The U.S. Department of Justice recently reported that Amber Alerts have helped locate 241 abducted children nationwide.

The senior alert legislation signed by Owens directs the Colorado Department of Public Safety to promulgate rules to implement the program. The rules are expected to be finalized within the next several months.

### UTA Hires General Counsel



SALT LAKE CITY - On April 26th, in its regular monthly meeting, the UTA Board of Trustees announced that Bruce T. Jones has been hired as the agency’s general counsel. Jones comes to UTA with more than 30 years of legal, accounting and civic experience including serving as a managing director and officer with the law firm of Suitter Axland in Salt Lake City, and later as a partner with the national law firm of Ballard Spahr Andrews & Ingersoll. His legal experience has focused on finance, governmental relations, business transactions and property.

Jones’ civic experience includes serving as past president of the Salt Lake County Bar Association. He has also served as a representative to the Utah League of

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Cities and Towns and chair of the Salt Lake County Planning Commission.

“We are privileged to have someone with the legal and civic experience that Mr. Jones brings to UTA,” said UTA Board of Trustees President Orrin T. Colby Jr. “Mr. Jones will provide leadership in helping UTA reach its transportation goals.”

Jones replaces Kathryn H.S Pett, who left UTA last December to pursue opportunities in the private sector. Jones will begin his duties in early May.

### **Traffic Cameras Help UDOT, Not Law Enforcement**

SALT LAKE CITY - A growing number of large US cities are installing cameras around the town to watch for crime, but here in Utah, law enforcement agencies say they haven't taken that step.

In New York City, police are installing hundreds of cameras to watch for street crime and possible terrorist activities. Here in Utah, Department of Public Safety spokesperson Derek Jensen says they do have access to the traffic cameras.

“It's not one of those big brother is watching types of things. In fact, the cameras don't even record. It's live and we can see what's happening but they don't record anything.”

He says their dispatchers use the cameras daily. “They're in the traffic operations center in Salt Lake. We have 323 cameras state-wide. They can actually directly control the cameras. And we certainly allow that because it helps with law enforcement.”

UDOT's Nile Easton says the cameras have been a crucial tool in improving emergency response times. “They can help identify whether or not there needs to be emergency responders coming out, whether it's a fender bender, do we need a life-flight? A lot of that can happen in those first few minutes when those cameras can spot that and help law enforcement on the ground get to that location.”

But Easton says you don't need to worry that the cameras are being used to find certain people or even track license plates. They can't even tell how fast you're going. “You know we can zoom down pretty tight, but the resolution is never clear enough do either identify faces or to even look at license plate numbers. We can tell what type of car it is, but that's about as far as we can go.”

And if you do get caught speeding, the cameras can't get you off the hook. “We often get requests from people who get a speeding ticket or have a moving violation, who want to try to pull our cameras up to back up their case that they weren't. And we can't do that because we don't have enough tape to just record all day long.” In cities like Chicago, Philadelphia, and Washington DC, where police use cameras for more than just traffic, privacy advocates have been voicing concerns. ■

# Upcoming Events...

## Vehicle Infrastructure Integration Demonstrations

The Innovative Mobility Showcase provides a series of Vehicle Infrastructure Integration (VII) demonstrations during the road show celebrating the 50<sup>th</sup> anniversary of the opening of the first Interstate highway in the United States. These demonstrations highlight the capabilities of technologies that support traffic safety and traveler information, including wireless communications and intelligent processing installed in vehicles and roadside equipment.

The following demonstrations will be presented - Traffic Signal Violation Warning; Public Safety Vehicle Priority Signal Activation; and In Vehicle Signing.

**Traffic Signal Violation Warning.** An “intelligent intersection” distributes instantaneous traffic signal information to nearby vehicles. The vehicle uses this data and vehicle position and speed to determine the risk of an unsafe passage through the intersection, and produces advisories when needed, cueing the driver to corrective actions and reducing the risk of intersection collisions.

**Public Safety Vehicle Priority Signal Activation.** A Public Safety vehicle issues a request to the intersection for signal priority. The traffic signal state is changed if appropriate, allowing the vehicle fast, safe passage through the intersection.

**In Vehicle Signing.** Dynamic road condition data is received from roadside equipment. Audible driver advisories are presented to the driver as the vehicle approaches an active work zone, avoiding a potentially dangerous situation.

These demonstrations are provided through a cooperative effort among Connexis, DaimlerChrysler, Econolite, TechnoCom, Raytheon and Shel Leader ITS/Communications and the State and local Departments of Transportation and State Chapters of ITS America. DaimlerChrysler provides the vehicle-based portion of the Signal Violation Warning and In Vehicle Signing demonstrations. Econolite provides the “intelligent intersection” equipment (including the traffic signal controller and associated sensors and processing) used in all demonstrations. TechnoCom provides software to interface with the roadside and intelligent intersection equipment, and wireless communications interfaces to the vehicles. Raytheon provides roadside System Engineering and Integration services and application software. Connexis and Shel Leader ITS/Communications provide overall demonstration organization and coordination.

**Dates/Locations.** The Demonstration Schedule is as follows:

- Salt Lake City - Saturday, June 17th (TRAX Station, Delta Center)
- Omaha - Thursday, June 22nd
- Chicago/Tinley Park - Sunday, June 25th (Holiday Inn Conference Center)
- Washington, DC - Thursday, June 29th (RFK Stadium)

For all events (except Washington, DC) the schedule will be as follows:  
1:30 - 2:00 pm Press Conference, 2:00 - 5:00 pm Demonstrations occur

Washington, DC:

12:30 - 2:00 pm Welcome back of convoy, 2:30 - 6:45 pm Demonstrations



## Upcoming Events continued...

The affairs and business of the ITS Rocky Mountain Chapter are managed and controlled by its Board of Directors. This Board, made up of representatives or Senators from each of the six member states, delegates to the Chapter Officers the necessary powers to conduct Chapter business.

### OFFICERS

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Utah Transit Authority

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Meridian Environmental Technology  
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Montana Dept. of Transportation

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## National Rural ITS Conference, August 13-16



WTI is pleased to report that the NRITS conference-to be held this August in beautiful Big Sky, Montana-promises to be an enriching, productive and enjoyable conference for transportation professionals and their families.

Thanks to an enthusiastic response from sponsors, researchers, and vendors, the program will be packed with informative activities and valuable networking opportunities. The planning committee received a record number of 119 abstracts, which are now under review with the assistance of 32 technical advisors. Nearly 30 concurrent sessions and one super session have been identified to date. A pre-conference NHI training

course entitled ITS Procurement will be offered, allowing attendees to maximize their travel dollars and training time. Professional Tours to view Animal Vehicle Warning Systems and Innovative Communications Deployments are also planned.

On the fun side, there are dozens of different activities offered at a discounted rate; attendees and their guests will be treated to the best in western hospitality. Some of the choices already scheduled include a tour of Yellowstone National Park; gondola rides over the Big Sky Resort; evening horseback rides and hayrides; whitewater rafting and scenic floats; and recreational sports such as flyfishing, golf, mountain biking and hiking. NRITS 2006 is scheduled for August 13-16. A preliminary agenda and registration materials are now available on the website. Early registration deadline for vendors is June 30. For more information, go to [www.nrifs2006.org](http://www.nrifs2006.org) or call the Conference Coordinator, Meetings Northwest, LLC, at 406.273.7224.

NRITS 2006 is sponsored by ITS America, the Federal Highway Administration, the Institute of Transportation Engineers (District 6), the Critical Illness and Trauma Foundation, the Montana Department of Transportation, and Thom Tech Design. The Western Transportation Institute at Montana State University and ITS Rocky Mountain Chapter serve as this year's hosting agencies.