

## Arterial Traffic Management Systems

City	State	Contact	Phone	Agency	Status	Description
<b>Eastern</b>						
Bridgeport	CT	Michael Healy	(860) 594-2634	Conn DOT	Operational	<b><u>Bridgeport Highway Operations Center</u></b> - A highway traffic and incident management system. The highway operations center is co-located with the State Police in their Troop G headquarters facility. DOT and State Police personnel work together to manage traffic in this high volume, congested corridor. The freeway system includes closed-circuit video cameras, fiber-optic communications system, variable message signs, radar detectors, highway advisory radio, and service patrols along a 56-mile section of I-95 from Branford, Connecticut to the New York State line. The arterial system consists of the management and operations of over 200 computerized traffic signal network along major arterial highways in southwest Connecticut.
Hauppauge	NY	Emilio Sosa	(613) 952-6733	NY State DOT	Operational	<b><u>INFORM (Information for Motorists)</u></b> - Approximately 35 miles of the Long Island Expressway, the Northern State parkway, and Route 25 are currently under the control of this TMC. Approximately 25 miles of the Southern State Parkway are about to be added to the overall system. This system is approaching fifteen years in operation. Most of the hardware/software has been upgraded to keep it close to the state-of-the-practice. A new, larger TMC is in design for Year 2002 construction.
Jersey City	NJ	Mike Edelman	(201) 963-4033	TRANSCOM	Operational	<b><u>TRANSCOM</u></b> - is the coalition of 16 transportation agencies in the New York/New Jersey/Connecticut region. Their freeway management system includes TRANSMIT, which integrates the region's E-Z Pass with traffic and transit operations by using the tags as aggregate anonymous probes to calculate travel time and to detect incidents. The Satin project is a coordinated effort to provide traveler information via kiosks. They are located at all of the major traveler hubs, ie. airport, port authority, rest stops. Traveler information will also be available via the web with the TRIPS 123 project soon to be open to the public. The website will give real-time data for all modes of transportation. They can also get the information by calling a local number. TRANSCOM is a part of the I-95 Corridor Coalitions IEN as well.
Montgomery County	MD	Bill Corder	(301) 217- 2190	Ride On	Operational	An integrated highway (including arterial streets) and transit management system. The transit system has the following subsystems: AVL transit signal priority, and traveler information (Internet and Kiosk).

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Newington	CT	Michael Hely	(860) 594-2634	Conn DOT	Operational	<p><b><u>Newington Highway Operations Center</u></b> - A highway traffic and incident management system. The highway operations center provides both freeway and arterial management. The freeway system presently includes closed-circuit video cameras, variable message signs, radar detectors, highway advisory radio, and service patrols in a limited portion of the Hartford metropolitan area in the vicinity of the I-91/I-84 interchange. Several design and construction projects are underway to expand the freeway management system in the Hartford metropolitan area and to reconstruct the highway operations center. Additional design projects have commenced for further expansion of the freeway management system in central, western and southeastern CT. The arterial system consists of the engineering, management and operations of more than 700 UTCS and closed closed-loop NEMA computerized traffic signals along major arterial highways statewide, with the exception of southwest Connecticut. The operations center is located in the Connecticut DOT headquarters building, and is the central office for the DOT ITS engineering, operations and administrative staff.</p> <p>Tours of the updated Newington operations center may be accommodated after November 15th.</p>
New York	NY	Ed Chen	(718) 786-2008	NYCDOT NYPD	Operational	<p><b><u>New York City ATMS Traffic Management Center</u></b>- The New York City TMC currently controls approximately 6000 of New York City's 10,800 traffic signals. Another 2200 traffic signals will be brought on line within the next two years. Full integration exists between the local &amp; regional incident tracking and planned event subsystems, hardware support systems, and traffic control system. The TMC operates on a 24/7 schedule and is being gradually integrated with systems in the NYSDOT/ NYCDOT Joint Traffic Operations Center (JTOC).</p>
<b>Southern</b>						
Baton Rouge	LA	John Broemmelsiek	(225) 757-7614	City of Baton Rouge	Operational	<p><b><u>Baton Rouge ATM/EOC (Advanced Traffic Management and Emergency Operations Center)</u></b> - A 55,000 square foot facility near the Baton Rouge Airport, the ATM/EOC includes a strong Emergency and Incident Management component. The Arterial Management system includes over 150 traffic signals and the Freeway Management system includes limited video surveillance and radar detection. The ATM/EOC is unique in terms of the degree of integration between the local agencies and the State Department of Transportation. The Center is currently under construction and will be available for scanning tours the Spring of 2001.</p>

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Charlotte	NC	Kelly E. Hutchinson	(919) 233-9331	NC/DOT	Operational	<b><u>Metrolina Regional Traffic Management Center</u></b> - The NCDOT "Congestion Avoidance and Reduction for Autos and Trucks" (CARAT) project was approved under the FHWA Special Experimental Project (SEP) -14 as a Design/Build/Warrant project. The contract was awarded to Allied Signal, Inc. It is the first phase of a regional freeway management system. This first phase is an advanced traffic management system for 15.2 miles of I-77 extending from the South Carolina state line to just north of the I-77/I-85 interchange in Charlotte. The heart of the system is the traffic management center which houses hardware and software components that operate the system and serves as the communication, control and command center. The control room includes video walls and operator consoles monitoring live video and map display systems indicating levels of congestion, traffic volume and speed data. A fiber optic communications network connects Remote Traffic Microwave Sensor (RTMS) detectors, closed circuit television cameras, changeable message signs, and highway advisory radios. The system will be fully operational in October, 2000. Traveler information will be provided via the internet and a video feed available on a subscription basis to the media.
Cincinnati Area	KY & OH	Leon Walden Nancy Albright	(502) 564-4556	Kentucky Transportation Cabinet (KYTC) & OH/DOT	Operational	<b><u>ARTIMIS</u></b> - Integrated Incident/Emergency Management and Traveler Information system. First in the country to use the N11 phone number to access traveler information (road conditions). Includes Freeway Service Patrol. Good example of cooperation amongst two states to build a cross-cutting system. Coverage includes Interstates and some arterials in the Cincinnati area.
Houston	TX	Jack Whaley	(713) 881-3000	TX/DOT, METRO (transit), City of Houston Traffic & OEM, Harris County Sheriff & OEM	Operational	<b><u>Houston TranStar</u></b> - Traffic and Emergency Management Center with four agency partners; TxDOT, METRO, City and County, ITS Priority Corridor location, co-sponsored Motorist Service Patrols, extensive HOV system, City and County OEMs co-located at TranStar.

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Louisville Area	KY & IN	John Crossfield Nancy Albright	(502) 564-4556	KYTC & IN/DOT	Operational	<b><u>TRIMARC</u></b> - A good example of retrofitting existing buildings to use limited \$ to build a system. Also a good system to discuss innovative contracting - plan/design/operate as well as manage construction. Contracting was developed based on lessons learned from previous projects. Coverage includes Interstates in the Louisville area
<b>Mid-Western</b>						
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Milwaukee	WI	John Corbin	(414) 227-2150	WI/DOT	Operational	<b><u>Monitor</u></b> - is a computerized system made up of electronic detectors, closed-circuit TV camera, ramp meters, variable message signs, arterial variable message signs, a fiber optic communications backbone, and dynamic trail blazers. This system is operated by the Wisconsin Department of Transportation, and is designed to improve the safety and efficiency of the Milwaukee freeway system by reducing accidents and relieving traffic congestion.  <b><u>TIME</u></b> - The Traffic Incident Management Enhancement Program is an ongoing regional administrative framework in existence since 1995, which addresses technological and institutional issues related to incident management.

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Minneapolis & St. Paul	MN	James McCarthy	(651) 291-6112	MNDOT, MN State Patrol, Metro Transit and Cities & Counties, SmartTraveler ISP	Under Construction	<b><u>Minnesota Guidestar Orion MDI</u></b> - A wide ranging MDI project that is nearing completion. This MDI contains many projects.
Pontiac	MI	Gary Piotrowicz	(248) 858-7250	Road Commission for Oakland County (RCOC)	Operational	<b><u>FAST-TRAC</u></b> - An adaptive traffic signal system which uses Autoscope video detection. Over 400 (40%) of Oakland County's intersections are now under adaptive control. Other elements include CCTV and a web site which shows both freeway and arterial information. Also integrated with transit and Michigan DOTs freeway management system.
Schaumburg	IL	John Koziol	(847) 705-4561	IL/DOT	Operational	<b><u>IDOT Communication Center (Highways District One)</u></b> - IDOT District One 24/7 ComCenter, the operations hub of the District, coordinates the assignments of emergency and maintenance vehicles and specialized crews to areas throughout the District.
Springfield/ Branson	MO	Matt Seiler	(417) 895-7627	MO/DOT	Operational	<p><b><u>Springfield TMC/Branson TRIP</u></b> - The Springfield Arterial Traffic Signal Management system and TMC were jointly developed and are operated by the City of Springfield and MoDOT. The TMC, located in a hands-on museum, the Discovery Center, utilizes signal controllers, CCTV and a fiber optic communications network to provide real-time traffic information to the media, emergency service providers, and government agencies.</p> <p>Branson TRIP (Travel and Recreational Information Program) is an integrated traveler information system which utilizes the Internet, (<a href="http://www.branston.tripusa.com">www.branston.tripusa.com</a>), dial-in telephone services, changeable message signs, video cameras, commercial radio and cable television to provide consolidated traveler information in a user-friendly way.</p> <p>Currently, an ITS Strategic Deployment Plan is being developed to integrate ITS activities in a twelve county area in southwest Missouri into a coordinated ITS Regional Traffic Management and Traveler Information System.</p>

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St. Paul	MN	James McCarthy	(651) 291-6112	MNDOT, Hennepin County, and numerous cities	Operational	<b><i>Minnesota Guidestar SCATS and SCOOT</i></b> - One of the original TMCs, The Center manages about 300km of freeways with a complete fwy management system. A new "Regional TMC is under construction to provide current services plus Arterial Management and Emergency Traffic Management.
Virginia	MN	James McCarthy	(651) 291-6112	MNDOT, MN State Patrol, Arrowhead Transit	Operational	<b><i>Minnesota Guidestar ARTIC</i></b> - A Field Operational Test for a Rural TOC. This project is still operational and has grown into a Statewide Deployment of 9 TOCs to provide services on all highways.
<b>Western</b>						
Boise	ID	Jim Larsen	(208) 387-6196	Ada County Highway District (ACHD)	Operational	<b><i>Treasure Valley ITS System</i></b> - Description - multiple jurisdiction and system management program of projects. Initially begun with regular federal-aid programmed (CMAQ & IM) ITS component projects. Integration and advanced system enhancements being funded by ITS deployment grants under FY99 and FY 00 earmarks program.

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Denver	CO	Frank Kinder	(303) 512-5820	CO/DOT	Operational	<b><u>Colorado Traffic Operations Center</u></b> - Colorado is currently working on a long-term, statewide, advanced transportation management and traveler information system – Colorado Transportation Management System (CTMS) contract. It is envisioned as a statewide multi-agency ITS network created to enhance Colorado surface transportation through the integration of existing and planned management, information, communications, and control systems; incorporating traveler information systems, traffic management systems, public transportation systems, commercial vehicle operations (CVO), and other local, regional and statewide initiatives. This includes Advanced Traveler Information System (ATIS), Advance Traffic Management System (ATMS) elements, road/weather information toll-free number, special event management for sports and convention venues, automating port of entries for Weigh-in-Motion (WIM) and Automatic Vehicle Identifier (AVI).
Portland	OR	Dennis Mitchell	(503) 731-8218	OR/DOT, City of Portland, Tri-Met, Metro, WA/DOT, City of Vancouver, and other state and local agencies	Operational	<b><u>TransPort</u></b> - TransPort is an integrated freeway, incident, arterial, and transit management system. The freeway and incident management systems include a Traffic Management Operations Center, CCTV coverage, VMS, ramp metering, and freeway service patrols. The arterial management system includes a Traffic Operations Center, computerized signal control system, and CCTV coverage. The transit management system includes a Transit Operations Center and automatic vehicle location (AVL) on all Tri-Met buses. The AVL system will be used to provide real time bus arrival information to VMS signs at bus stops, and provide probe data to the freeway and arterial management systems. Both of these projects will be implemented in the near future.
Salt Lake City	UT	Martin Knopp	(801) 965-4894	UT/DOT	Operational	<b><u>CommuterLink</u></b> - A new (1999) "design build" traffic operations center that was constructed in conjunction with the total reconstruction of I-15 through the Salt Lake City area. Traffic management systems include: CCTV, traffic sensors, ramp metering arterial signal control, weather sensors, direct communications with cities, counties and transit agencies, VMS, HAR, and incident management teams. Traveler information includes: radio and TV studios in the TOC, web site, e-mail/paging service. Emergency response and police dispatchers are co-located with the TOC. Transit dispatchers have full access to TOC work station. Arterial signal systems are monitored from TOC.