

## *New Jersey Statewide/Regional ITS Architectures and Deployment Plans Program*

### DRAFT MEETING MINUTES

DATE: April 14, 2004

TIME: 9:00 AM

LOCATION: NJTPA, Newark, NJ

SUBJECT: Northern Region Training Workshop

ATTENDEES:

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The presenters of the training sessions were Robert S. Jaffe, PhD (ConSysTec), Cliff Heise (Iteris), and Susan Walker (Iteris).

The meeting began at approximately 9:15 AM, initiated by Hamou Meghdir of NJTPA who touched upon the importance of the New Jersey ITS Architectures being in compliance with the Federal Rule 940 to receive federal funding. He invited Cliff Heise to begin the PowerPoint presentation with the first Module.

A copy of all presentation charts was included in the workshop briefing book. The following comments were offered by the stakeholders during the training class:

During the second module, in response to Dr. Jaffe's question concerning existing architecture, the stakeholders offered these comments:

- TRANSCOM maintains an architecture (the "TRANSCOM Regional Architecture")
- Portway Architecture (Portway CD)
- Newark Early Deployment Plan
- Statewide Architecture - NJDOT
- Railroad, cars and clearances documentation
- World Cup Traffic management document -NJDOT
- EZ-Pass
- I-95 Coalition – NJ Turnpike
- NJ Turnpike roadway maintenance (Weather related)

These documents will be used to develop the regional ITS architectures. Dr. Jaffe asked the stakeholders to send these documents (and any other available ITS architectures) to his email or the following USPS address by the end of April:

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Consensus Systems Technologies Corp  
P.O Box 517 - 17 Miller Avenue  
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Phone: 914-248-8466  
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- Stakeholder Comment: There are some studies completed 10-15 years ago, how useful are these studies now?

Answer: If the studies look forward for only 5 years then they are not useful. If the studies have looked forward 15-20 years they may be useful. Dr. Jaffe mentioned that he would be happy to review these documents for the draft ITS architectures.

- Stakeholder Comment: Are city-wide traffic signal reports important documents?

Answer: If this is just for a signal system with no connection to anything else it may not be useful, but if it involves some transit prioritization or preemption, or it is integrated across different systems, it could be useful.

- Stakeholder Comment: Technical studies, to improve and connect the signalization and to improve the efficiency of a small roadway or corridor within a county, should this project be included in the material you are interested in?

Answer: On the regional level it might be too small, but if you cross different jurisdictions integration is possible, and thus might influence the draft Regional ITS Architecture.

- Stakeholder Comment: At the county level we are working hard to improve the efficiency of our roadways, I could just leave now as the county level projects seem to come under the radar for Regional ITS Architecture.

Answer: Your traffic signal system is or might be in the future coordinated with the traffic signal systems of adjacent jurisdictions. That integration is important for travelers using the corridor. Down the line information gathered from your system would be beneficial to others.

- Stakeholder Comment: The integration is not just for highways; it can happen at a localized level and still have a regional impact.

Answer: Yes.

- Dr. Jaffe: As you review the workshop schedule you will notice two workshops scheduled on the same day, the one appearing first in the table will be in the morning and the workshop appearing later in the table will be in the afternoon.
- Stakeholder Comment: Regarding the workshop schedule, do I have to attend both regional (Northern or Southern) workshops and the statewide workshops? Will there be duplication of information?  
Answer: It depends on the nature of your role in the ITS. If you work for a county, you can probably attend just the regional (North or South), whichever is applicable. Attending the Statewide workshop is optional. Or, if you have a system that is statewide in nature then you'll have a role in statewide architecture. Yes, there will be some duplication of information.
- Dr. Jaffe: The Statewide workshops are going to concentrate on systems that uniformly span statewide such as CVO and EZ-Pass.
- Dr. Jaffe: For the functional area workshops, if you're not able to attend please send a representative.

Susan Walker started the 3<sup>rd</sup> Module – U.S DOT ITS rule and Policy Overview. In this module the nine required ITS regional architecture products were discussed.

- Stakeholder Comment: Is it possible for the technology to change the architecture?  
Answer: Yes, it happens occasionally. The connectivity that was inconceivable, all of a sudden is a realistic possibility. Then the architecture has to be changed.

The presentation resumed with the fourth module moderated by Cliff Heise. Dr. Jaffe then continued with the fifth module-Market Packages by ITS functional area.

- Stakeholder comment: Commenting on the Travel and Traffic Management market package, a stakeholder pointed out that Broad Street in Newark, New Jersey uses reversible lane management system in the AM and PM peak hour.
- Stakeholder comment: While Dr. Jaffe was talking about roadway closure management in the event of adverse weather, a stakeholder mentioned that Somerset County in New Jersey uses an emergency flood management system. Water level data is gathered for the river and its tributaries and based on the information the roadway is closed automatically. This system has been in effect from several years.
- Stakeholder comment: New Jersey Turnpike has its own weather data collection system and also uses the weather services to assist in roadway management such as speed reduction, VMS sign display, etc.
- Stakeholder comment: While talking about the Maintenance Management market package, a stakeholder mentioned that the TRANSCOM system provides this type of information to the roadway users and concerned authorities.
- Stakeholder comment: Under Parking Management market package, a stakeholder added that NJ Sports Authority has a good parking facility management system and they should be invited for the Parking Management workshops.
- Stakeholder comment: A document on World Cup traffic management is available through NJDOT. Michael Pilsbury or Dennis Motiani of Traffic Operations could be contacted to get the details.
- Stakeholder comment: Many of the stakeholders are concerned as commercial vehicles are parked on the shoulders of the Interstate highways because there are not enough parking spaces in the designated rest/service areas. An ITS system to would help maximize the utilization of the available space.

- Dr. Jaffe: The CVO parking issue will be addressed under “Overnight Parking Management” in the CVO workshop.
- Stakeholder comment: New Jersey Truck Association and State Police HAZMAT control units should be invited to the CVO workshop.
- Stakeholder comment: Bridge and tunnel height clearance for the trucks was also a big concern among the stakeholders as incidents of this nature would cause substantial delays on the roadway.
- Stakeholder comment: Public safety and emergency management officials are invited for the Public safety/Emergency Management/Homeland security workshops.
- Stakeholder comment: In the Transportation planning, the TIP funded project should be in the long-range transportation plan which is slightly different from the presentation slides shown.
- Stakeholder comment: Suppose two different institutions are planning a same project, who takes care of the consistency check and other institutional problems?  
Heise: The projects planned by two institutions should be combined in the planning process and reach suitable agreements.
- Susan Walker concluded the presentation with the seventh module – Stakeholder Participation and review.

Interested stakeholders should RSVP at least one week before the workshop they intend to attend. They can email their intentions to Luis Franco ([lfranco@eng-wongtaub.com](mailto:lfranco@eng-wongtaub.com)) of Eng-Wong, Taub and Associates or Dr. Jaffe ([rsj@consystec.com](mailto:rsj@consystec.com))

The training workshop concluded at about 4:00PM.

Minutes prepared by:  
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