Intelligent Transportation Systems (ITS) Planning Update – 2013

South Western Region ITS Strategic Plan
The *South Western Region ITS Strategic Plan* was completed in 2009. The final plan was a culmination of around a decade of work. The plan identifies regional ITS needs, compares the South Western Region to its peers across the nation, and evaluates eight potential projects. The eight projects would deploy cameras, variable message signs (VMS) and communications equipment along CT 15 and US 1, add automated vehicle location (AVL) equipment to Connecticut Transit and Norwalk Transit District (NTD) buses, deploy transit signal priority equipment on US 1 and throughout the City of Stamford, deploy a real time traveler information system in Stamford, and deploy an incident management system in Norwalk. Of the eight projects evaluated, six were shown to have positive (>1) benefit-to-cost ratios. The two projects with negative (<1) benefit-to-cost ratios both involved deployments on US 1. To date, the only project to move forward is the NTD AVL deployment (see below).

I-95 ITS Equipment
Connecticut DOT Highway Operations has proposed to replace all cameras and VMS on I-95. The purpose of this project would be to replace obsolete equipment and maintain a state-of-good repair. However, replacing all cameras and VMS along I-95 between Greenwich and New Haven was deemed too expensive so the project was broken into sections. Work on the first section through the Greater Bridgeport Region is expected to begin in 2013. The next section through the South Central Region has an expected completion date of 2018. This section was chosen because of the major construction activities associated with the Q-Bridge / I-95 Corridor project. The section through the South Western Region has been deemed too far in the future to begin design. Therefore, no start or completion dates for the project have been assigned.

Statewide ITS Architecture
The statewide ITS architecture was last updated in 2005. At the time of its development, the architecture had a twenty year time horizon. Since CTDOT does not have any new projects in the pipeline, it is their belief the statewide ITS architecture does not need to be revisited or revised at this point. If a project were to come along that was not covered by the statewide ITS architecture, CTDOT could submit a project level architecture to US DOT to satisfy this requirement.

Traffic Signal Systems
In 2012, two South Western Region municipalities were awarded Congestion Mitigation and Air Quality (CMAQ) funding for signal projects, which are described below:

- Greenwich: Adaptive Signal Control Technology. This project will deploy adaptive signal control technology (ASCT) in the Arch Street corridor near I-95 exit 3. The corridor experiences heavy traffic because of its location adjacent to I-95, Greenwich train station, and downtown Greenwich. ASCT differs from traditional traffic signal technology because it continuously updates signal timing based on actual conditions.
- Norwalk: Traffic Signal Upgrade – Phase 3. This project will be the latest round of the City of Norwalk's effort to upgrade its traffic signals. Older, antiquated signals will be replaced with new signals with upgraded detection and communication equipment that can be tied in to the City's centralized traffic signal operation.

Norwalk Transit District ITS Project
Norwalk Transit District (NTD) launched its ITS project in 2013. The main project tasks are to identify NTD's ITS needs, develop a concepts of operations and technical specifications, select a vendor, and design, deploy, and test an ITS system. SWRPA will participate on the project's technical advisory committee. To date, NTD has identified a list of core and desired ITS technologies and analyzed the utility and cost of each technology. A request for proposal should be issued this summer and a vendor selected by the fall.