



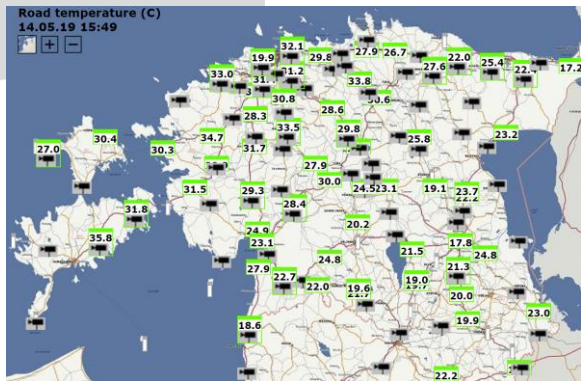
MAANTEEMET

SMART E67 LESSONS LEARNED AND NEXT STEPS IN DYNAMIC TRAFFIC MANAGEMENT

SIIM VAIKMAA
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The situation before SMART E67 project in Estonia

- ❖ Good road weather station and road camera network mainly for road maintenance purposes



- ❖ 3 variable message signs with no central management

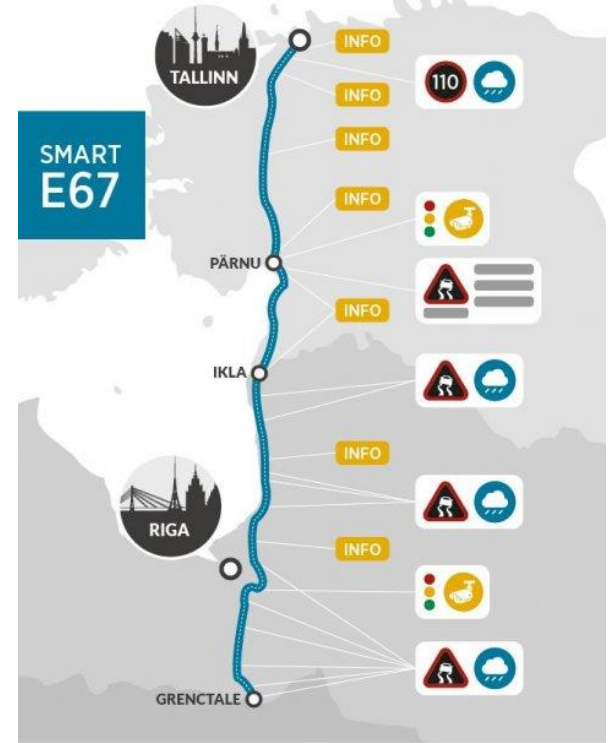
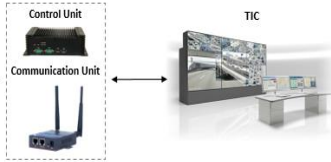
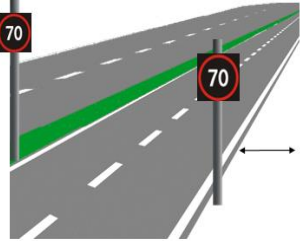


- ❖ Operational traffic and road information provided only by press releases, website and mobile apps

SMART E67 project

LED display 5th type, Signal plate with red ring, full matrix in the middle square, white/red colors, 2 size

VSL



SMART E67



SMART E67 main Estonian outputs

- ❖ Weather and road conditions dependable variable speed and warning signs – Laagri-Ääsmäe 4-lane road section (13 km) and Pärnu Papiniidu bridge – **30 pcs**

- ❖ Rahula U turn vehicle recognition system



- ❖ VMS information boards – Exit of cities, on Latvian border and near important junctions – **8 pcs**



- ❖ Development of existing traffic light systems
Pärnu bypass road section



Project impacts for ERA

❖ Traffic Information Center




Traffic Management Center



- ❖ Traffic Management common software platform OMNIA (all future dynamic traffic implementations will be integrated)
- ❖ Huge „in-house“ knowledge gained in technical, market, organizational issues in the field of ITS
- ❖ ITS importance is better recognized all over the administration for future planning and strategic decisions



Lessons learned

- ❖ Traffic management software is not ready on the shelf for you for easy implementation. You are most probably „first in the world“ with quite a few of your needs and requirements and devil is in the details – so prepare sufficient time for development
 - ❖ Proper market research and thorough tender preparation are crucial for succesful tender process
 - ❖ Getting best practice from „developed countries“ in the field of ITS is invaluable (Thank you Finnish Transport Agency!)
 - ❖ Positive public opinion creates higher expectations - drivers demand more - demand creates possibilities for future implementations
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Technical lessons

- ❖ Wireless network (4G) is OK for VMS communication
- ❖ Technology is sometimes „too efficient“ for our conditions

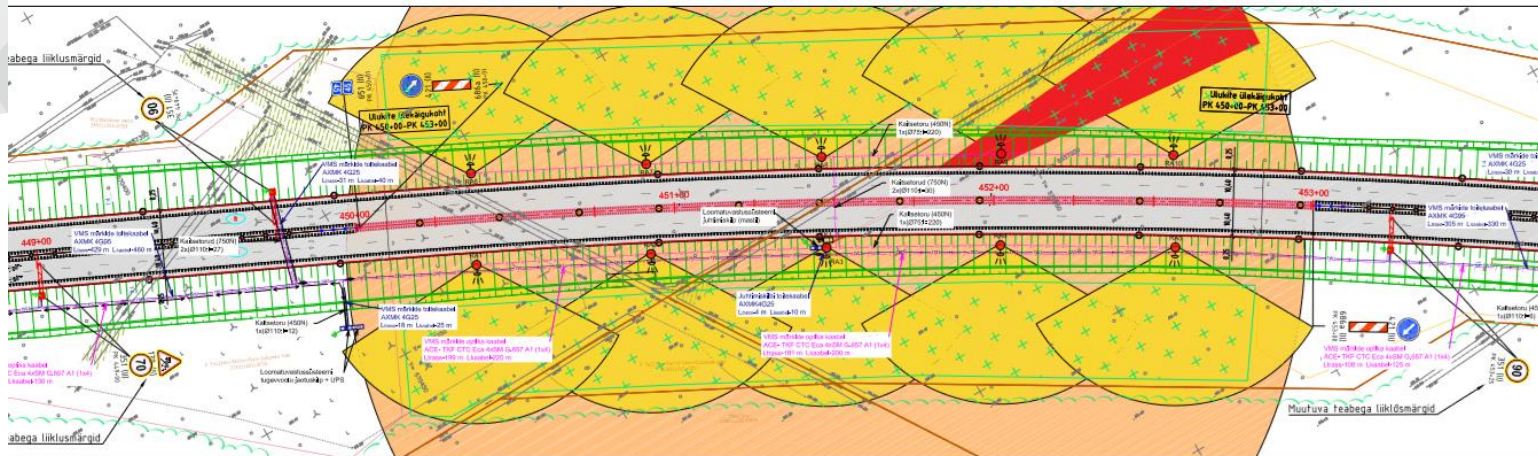


What's the speed?

- ❖ Construction (mounting structure) design is also very important part when planning „new“ ITS equipment
- ❖ Totally automatic, road weather station based variable speed management is very difficult to achieve – in winter time TMC operator is needed

Inspiration for next projects 1

- ❖ Road no 2 Kose-Võõbu 26 km new road section – RWS controlled variable speed and warning VMS + **wildlife detection and warning system pilot**



Pöder



Metskits



Hunt

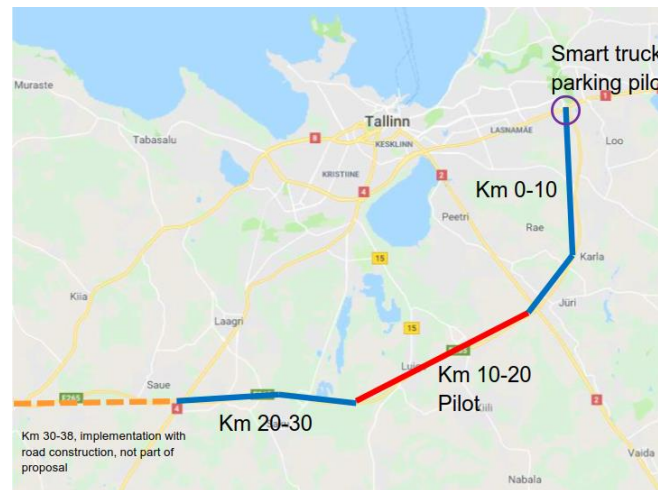


Ives



Inspiration for next projects 2

- ❖ 2019-2023 Tallinn ringroad ITS project– (co-funded by CEF), variable speed, warnings, AID, accident rerouting, C-ITS (V2I/I2V) repeaters and **smart truck parking**



- ❖ Long term vision: all 2+2 lane highways equipped with cost effective dynamic traffic management
- ❖ Next balticwide crossborder project?

Thank you very much

❖ IB Foor



❖ AS Teede Tehnokeskus



❖ ERC Konsultatsiooni OÜ



❖ S4ID



❖ Latvian State Roads



Latvijas Valsts ceļi

What's the purpose of all this?

- ❖ To increase safety and decrease time of travel by providing operational and preventive information for the affected road users



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Thank You!

Siim Vaikmaa

Head of Traffic Management Centre

siim.vaikmaa@mnt.ee

515 9582