



Advanced Technology Task Force

Minutes

July 24, 2014

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Committee Members

Present: Rich Jezierny (Cook County DOTH), Darryl Dawson (Illinois Tollway), Tom Szabo (Kane DOT, by phone), Jon Nelson (Lake County DOT), Christina Kupkowski (Will County DOT), Eric Holeman (CTA), Kevin Price (IDOT), Chuck Sikaras (IDOT), Justin Potts (IDOT), Taqhi Mohammed (Pace)

Others Present: Matt Pettit (Pace), Gary Rylander (TranSmart), Bridget Barrett (TranSmart), Scott Lee (Parsons Transportation Group), Bini William (Parsons Transportation Group), Matt LeTourneau (URS), Brian Plum (Traffic Control Corporation), Steve Travia (IDOT, by phone), Ken Glassman (Jacobs)

Staff Present: Todd Schmidt, Claire Bozic, Thomas Murtha

1.0 Call to Order

The Chair was unable to attend due to other pressing business. Claire Bozic staff to the committee, called the meeting to order at 9:45a.m and acted as chair.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Draft Documents

The minutes were approved with a spelling correction (TSP instead of TWP)

4.0 Draft Documents

Ms. Bozic reviewed the documents with the Task Force.

Change Request Form - Ms. Bozic suggested looking at the Change Request Form first, since that was the simplest document. She started by saying that we had not been very successful so far at implementing the continuous maintenance process but we were going

to work harder at doing it this way, using the form to help. The discussion of the form fields led to a general discussion of Architecture versioning and approval processes. Mr. Dawson asked how versioning was being addressed in the process. Ms. Bozic said that the regional architecture had a version number, but that there was a place for each project to also have a version number and she did not know whether the project version number had any value. Mr. LeTourneau said that instead of the project version number, a change log for each project can be maintained within Turbo Architecture. Following this, the group discussed major version changes, for example between 3.0 and 4.0, and minor version changes, such as 3.0 to 3.1. Major version changes would have to go through the committee approval process (Transportation Committee, Policy Committee, Board) while the minor version changes could be made within the Advanced Technology Task Force. The form will be revised to eliminate fields for Transportation Committee and Policy Committee Approval, since they won't be needed for each request.

Maintenance Plan – Ms. Bozic then reviewed the maintenance plan, by saying it was largely the same as the existing version. The major change was that the previous version had recommended the establishment of an architecture subcommittee of the ATTF, but members are not enthusiastic about adding another committee and the ATTF as a whole will serve that purpose. Based on the discussion of the approval process, Ms. Bozic will add a discussion of the change approval process and versioning.

Architecture Summary – Ms. Bozic described the structure and contents of the architecture summary. Notably, this version does not include the tables of items (stakeholder, inventory, agreements, concept of operations, etc.) that the previous version has. Instead, it links to those items in the web-based version.

Web-based Architecture-Ms. Bozic demonstrated the revised web-based architecture, and explained that some changes which were received after this version was posted were not visible yet.

Actions: Add discussion of what MAP-21 says about the Regional ITS Architecture to the Architecture summary, spell check the entire database, flesh out the versioning and approval process, tidy up the Gateway Traveler Information System stakeholders, add Divvy bikeshare to the architecture, and make sure to differentiate between the IDOT bus on shoulders projects, and the Illinois Tollway Lane 0 busway projects.

5.0 Agreements, Turbo Architecture Training, Standards

Ms Bozic reminded the Task Force that at the last meeting she promised to explore how actual agreements could be linked to the web based architecture. She demonstrated two potential solutions: a link in the description could bring the reader to a page of example agreements, or each agreement in the web-based architecture could link to a copy of the actual document. It wasn't that difficult. The discussion moved on to whether the agencies would agree to allowing the full agreements to be posted and whether it was necessary to post a large number of agreements covering the same topic. The discussion

concluded with Ms. Bozic informing the group that she would be willing to post and link to any number of agreements provided by the agencies.

At the previous meeting, Ms. Bozic agreed to investigate the availability of Turbo Architecture training. She did find that there was a 6 hour [online course](#) available from NTI, and the link was posted on the meeting minutes and materials webpage.

Finally, at the May meeting, some members asked whether the web-based architecture could provide more information about standards, in the same way as was discussed for the links to full copies of agreements. Ms. Bozic said she had reviewed the available information for standards and thought it was too complex to include in the web-based architecture. However, she did find that the USDOT Research and Innovative Technology Administration ITS Joint Program Office has an ITS Standards Program [website](http://www.standards.its.dot.gov/) <http://www.standards.its.dot.gov/> which includes a lot of information about standards and a search function to search for the standards. In addition, they are offering a professional capacity building online training program about how to evaluate, procure and implement standards-based ITS devices and systems. http://www.pcb.its.dot.gov/stds_training.aspx The course includes 37 modules.

6.0 Implementer Updates

Mr. Sikaras (IDOT) is expanding the Gateway Traveler Information System to all interstates in Illinois to comply with the 511 requirements by November of 2014. This information will also be posted on Getting Around Illinois, IDOT's online mapping package. The system will also be expanded to include the Great Lakes Transportation Operations Coalition, including Ohio and Iowa.

Mr. Jezierny (Cook County DOT & H) said the equipment on the section of Lake Cook Road around Lexington has been connected to Lake County Passage traffic management center. In 2016, more of Lake Cook Road will be connected and Cook County will have the ability to take advantage of the communications and operations capabilities of Lake County Passage.

Mr. Nelson (Lake County DOT) reported that the DOT has a successful bid for the Adaptive Signal Control at Gilmer Road. This location has 3 county and 3 IDOT signals. The contractor for the Aptikisic Road adaptive signal control is still awaiting materials, but that location should be up and running by the fall. Lake County is also collecting travel time information on Washington Street with Bluetooth detecting equipment. They had found that trying to collect performance information from traffic signal detection systems was difficult and inaccurate. Therefore, Lake County Passage website now displays traffic information from GoogleTraffic. This information cannot be distributed from Lake County Passage to the Gateway system, as the Lake County sensor data had been in the past. However, the rest of the information (construction, crashes, etc.) will still be transmitted.

Ms. Kupkowski (Will DOT) reported that their signal interconnect project has been slowed by right of way issues, but should be completed in 2015.

Mr. Price (IDOT) reported that the Illinois Center for Transportation (ICT) is working on the documentation required for compliance with the 511 rule. This should be completed by November in time for Federal Approval. He also reported that IDOT continues to work with the State to develop lease agreements with broadband providers who are installing high speed internet statewide.

Mr. Mohammed (Pace) reported that Pace continues to work with RTA on a regional interoperable TSP system. They are also just about to kick off a project to optimize a number of traffic signals which are needed for a TSP project. They are working with IDOT to figure out how to route the backhaul TSP communications over existing communications equipment. The concept for TSP requests has changed somewhat. The current thought is that the AVL will generate the priority request, rather than having it generated from on-board equipment.

Mr. Dawson (Illinois Tollway) reported that over the western 32 miles of I-90, the tollway is installing a mini power grid. As a smart highway, reliable power will be very important. Right now there isn't any redundancy and if the power goes out, that area is a lower priority for ComEd to restore it. The grid will have a special connection to a 2.4 kv ComEd Feed, along with back up natural gas generators so the highway will be powered all the time. This will support full video coverage of the roadway with HD CCTV and off road detector equipment. There will be no in-pavement detectors. They are working on an intergovernmental agreement with IDOT to cover fiber sharing. On the eastern end of I-90, they are working on noise walls and retaining walls. There is a regional high-pressure water main which will have to be moved. It supplies water to a number of western suburbs and it can't remain under the new roadway. In 2015 the Tollway will add the outer lane, and in 2016 they will replace the inside lane and extend redundant fiber communications from Elgin to the Kennedy to ensure uninterrupted communications.

Mr. Holeman (CTA) reported that CTA's current focus has been on decommissioning the old fare system. As of July 1st, the system was all Ventra.

Mr. Travia reported that IDOT was still working to establish communications infrastructure between the Illinois State Police and the IDOT TMC. IDOT is still trying to let a contract to do this.

Mr. Szabo (Kane DOT) reported that the County is ready for a letting next month for the Kane County Arterial Operations Center. Groundbreaking should be in September or October, with completion of the project expected in 2015. They also expect their deployment of TranSuite Advanced Traffic Management System (ATMS) to be in use by next year. The County is also working with a consultant to implement the first Kane County adaptive signal control system.

Mr. Rylander (TranSmart) highlighted the difference between the IDOT bus on shoulders projects and the Illinois Tollway "Lane 0" bus concept. The IDOT bus on shoulders is working to adapt the shoulder to accommodate bus traffic during periods when mainline traffic has slowed to a certain speed. This lane may be narrow in places. The Illinois Tollway is designing Lane 0 as a driving lane, wider than regular lanes, where general traffic is excluded. It is being designed for speeds up to 60 mph and will include the ITS equipment needed for active lane management, such as DMS signs every two miles to display driver instructions or incident information. These lanes will allow buses at all times, and will be managed along with the remaining mainlines.

7.0 Other Business, Announcements

Ms. Bozic reminded the group that they should be ready to approve the Regional ITS Architecture and supporting documents at the next meeting and she hoped they would review them carefully so that can be accomplished. The group asked to be reminded two weeks and one week ahead of the next meeting to ensure that everyone has time to complete this task.

8.0 Public Comment

No public comment was given.

9.0 Next Meeting

The next meeting had already been set for Friday, September 19 at 9:30 a.m.

10.0 Adjournment