



**Advanced Technology Task Force**  
**Minutes**  
**September 19, 2014**

**DuPage County Conference Room**  
**233 S. Wacker Drive, Suite 800**  
**Chicago, Illinois**

**Committee Members**

**Present: David Zavattero (CDOT, Chair), Jon Nelson (Lake County DOT), John Dillenburg (UIC), Eric Holeman (CTA), Mike Tuman (DuPage DOT), Kevin Price (IDOT), Taqhi Mohammed (Pace), Justin Potts (IDOT, by telephone), Jeff Galas (IDOT, by telephone)**

**Others Present: Mitch Bright (TCC), Chad Hammerl (Jacobs), Gary Rylander (TranSmart), Bridget Barrett (TranSmart), Matt Letourneau (URS)**

**Staff Present: Claire Bozic, Thomas Murtha**

**1.0 Call to Order**

The meeting was called to order at 9:30.

**2.0 Agenda Changes and Announcements**

There were no agenda changes or announcements.

**3.0 Draft Documents**

The minutes were approved with correction.

**4.0 Draft Documents**

Ms. Bozic reviewed the documents with the Task Force.

Change Request Form – Ms. Bozic said that the group had reviewed and suggested changes at the last meeting and those changes have been incorporated. Mr. Dillenburg suggested that the form include a place to add a link to the web-based architecture component if available. The group approved the form with that change.

Maintenance Plan – Ms. Bozic then reviewed the maintenance plan, by saying it was largely the same as the existing version, except that it included the recommended additional detail regarding the approval process and versioning. One member asked

whether ATTF notification of accepted ITS Architecture changes was included in the document. The answer was yes. The group accepted the document and recommended it for approval.

Architecture Summary – Ms. Bozic described the structure and contents of the architecture summary. This version does not include the long table of new projects with descriptions that was included in the previous version. Rather, a listing of new project names with links to the ITS Architecture project entry was included. At the end of the new project list is a link to the complete project listing in the web-based ITS Architecture. Mr. Zavattero asked why he did not see a link to the Chicago Bikeshare Program in the list. Ms. Bozic said she included the components among the inventory but did not add a separate project to the new project list. Mr. Zavattero requested that the CDOT bikeshare program be added to the ITS Architecture as a project along with the Chicago Adaptive Signal Control project. Ms. Bozic said she would add them. Mr. Zavattero asked whether the group had any objections to recommending approval of the Regional ITS Architecture Summary with these changes. The group agreed that the Regional ITS Architecture Summary should be recommended for approval.

Web-based Architecture-Ms. Bozic summarized a number of minor requested changes and corrections that came from the Kane County DOT, the IDOT ITS Program Office and the Illinois Tollway. Mr. Zavattero asked whether the group was in agreement that the web-based ITS Architecture be recommended for approval with the addition of the Chicago Bikeshare Program and Chicago Adaptive Signal Control project. The group agree that the architecture should be recommended for approval.

## **5.0 Implementer Updates**

Mr. Dillenburg (UIC) announced that the November Gateway expansion deployment has been postponed because UIC is assisting with integration of GLRTOC and Illinois statewide DMS, CCTV, incident and weather sensor information into the Gateway Traveler Information System (GTIS). A data sharing agreement with Michigan DOT also has to be developed and signed. UIC and IDOT have also been working on “connected center” tasks. They are developing a system that will send incident information to other agency operations centers. The information will be focused on downstream incidents that may impact operations on the agency jurisdiction roadways. IDOT and UIC are also developing a new service for users of GTIS. This will allow users to input a trip origin and destination and receive a report on travel time, congestion, incidents and construction for all the expressways along the route.

Mr. Zavattero (CDOT) reported that he attended the [AASHTO Connected Vehicles 101](#) workshop. An audience member asked whether there were security issues associated with the V2V and V2I technology. Mr. Zavattero responded that there were and they were still being worked out. The Chicago Department of Transportation has found that the wireless communication used for the Jeffrey Jump doesn’t allow constant contact with the bus. All information is unloaded to the computer based at the signals and can be retrieved

later, however. The CDOT Divvy Bikeshare program has provided millions of trips so far.

Mr. Holeman (CTA) reported that planning for the Western Avenue and Ashland Avenue transit signal priority corridors (TSP) is still underway.

Mr. Mohammed reported that Pace has hired a consultant for the Milwaukee Avenue interoperable TSP proof of concept project. They have procured a consultant to undertake the signal optimization and design the backhaul communications system. They will also procure a systems integration management group by early 2016. The group had a short discussion of using Pace AVL data as an indicator of congestion, as they are doing with the CTA data through CDOT. Some felt that better commercial data was available to fill that purpose but cost is always an issue.

Mr. Nelson (Lake DOT) reported that because of how the system was functioning, Pace was prepared to abandon the optical transit signal priority system on Washington Street in Waukegan. However, Pace has developed a solution to the problem they were having using this technology and it will not be abandoned after all. Lake County is receiving more CAD data from local communities because of the activities of the Lake County Emergency Telephone Services Board (ETSB) who [purchased FATPOT](#) interoperability software. Lake County has access to incident information from local communities who are connected to the system. It is transmitted as xml files, and LCDOT forwards relevant incident information to GTIS. Finally, LCDOT staff received adaptive signal system training. Equipment for the system that was supposed to be installed this year arrived and the system should be running by winter.

Mr. Tuman (DuPage DOT) – FHWA approved the county's systems engineering document for the central signal system. A Request for Proposals will now be developed to procure the centralized signal system and video management system. This will cover 70 intersections and 13 PTZ cameras on DuPage County jurisdiction routes.

Mr. Price (IDOT ITS Program Office) announced that the FHWA has [drafted guidance](#) on V2I Deployment. Comments will be taken through Friday November 14, 2014. Mr. Mohammed asked who else in the region was working on V2I safety issues. Mr. Price responded that the Tollway has an agreement to be a V2I testbed. The Tollway approached IDOT to form a partnership, but more talk about what that means is needed. However, he said to expect a spring announcement of grant availability.

Audience members were called on to report on activities that they were aware of. Mr. Hammerl (Jacobs Engineering) reported that Jacobs is beginning to work on updating the Illinois Statewide ITS Architecture, as well as the strategic plan. Jacobs is also working on the Randall Road adaptive signal control project and supporting the Illinois Tollway on its efforts to develop the I-90 Smart Corridor. Mr. Letourneau (URS) reported that URS was assisting on the statewide congestion study, and also with elements of the Elgin-O'Hare

Expressway project. URS is also working on the [Oakland I-880 Integrated Corridor Management Pioneer Site](#).

Mr. Bright (TCC) reported working on central signal systems software installations, and deployment of Smart Microwave Sensors in Michigan.

#### **6.0 Other Business, Announcements**

Mr. Zavattero announced that the [ITS Midwest Annual Meeting](#) will be held on October 21 and 22 in Indianapolis. The [63<sup>rd</sup> Annual Illinois Traffic Engineering & Safety Conference](#) sponsored by the University of Illinois will be held October 20-22.

#### **7.0 Public Comment**

No public comment was given.

#### **8.0 Next Meeting**

The next meeting was not set and should be sometime next year. Meetings of the Advanced Technology Task Force and the Regional Transportation Operations Coalition have to be coordinated because the membership has so much crossover.

#### **9.0 Adjournment**