

Meeting Notes

Change Management Board

May 11, 2015 – 1:30 to 4:30 p.m.

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Prepared for:
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List of Acronyms

C2C	Center-to-Center
CAD	Computer Aided Dispatch
CFX	Central Florida Expressway Authority
CMB	Change Management Board
CO	Central Office
ConOps	Concept of Operations
CoT	City of Tallahassee
FDOT	Florida Department of Transportation
FHP	Florida Highway Patrol
FL-ATIS or 511	Florida’s Advanced Traveler Information System
FP	Footprint
FTE	Florida’s Turnpike Enterprise
GIS	Geographical Information System
GUI	Graphical User Interface
ID	Identification
IE	Internet Explorer
IP	Internet Protocol
ITS	Intelligent Transportation Systems
Lat	Latitude
Long	Longitude
MDX	Miami-Dade Expressway Authority
SSUG	SunGuide® Software Users Group
SwRI	Southwest Research Institute®
TAPCO	Traffic & Parking Control Co., Inc.®
VPP	Vehicle Probe Project
WAN	Wide Area Network
WWD	Wrong-Way Driving

**Florida Department of Transportation
CHANGE MANAGEMENT BOARD MEETING NOTES**

Monday, May 11, 2015

1:30 to 4:30 P.M

Rhyme Building, 330 Conference Room, Tallahassee, Florida

Attendees:

Russell Allen, CO	Craig Carnes, D2/Metric	Rodney Carrero-Vila, D6
Clay Packard, CO/Atkins	Donna Danson, D2	Chester Chandler, D7
Derek Vollmer, CO	Jason Summerfield, D2/Metric	Jared Roso, D7/ Lucent
Kelli Moser, CO/Atkins	Mark Nallick, D3	Eric Gordin, FTE
Brian Ritchson, CO/Atkins	Kenny Shiver, D3	John Easterling, FTE
Frank Deasy, CO/Schneider	Dong Chen, D4	Kelly Kinney, FTE
Jo Ann Oerter, CO/Atkins	Jose Alfaro, D4/SwRI	Michael Washburn, FTE
David Heupel, CO/Schneider	Shayla Khalilahmadi, D4/PBWorld	Wayne Bryan, D3/CoT
Chris Birosak, D1	Jeremy Dilmore, D5	Wang Lee, MDX
Scott Robbins, D1/HNTB	Eddie Grant, D5	Corey Quinn, CFX
Robbie Brown, D1	Josh Sibley, D5	John Hope, CFX/Atkins
Vincent Lee, D1/Lucent	Shannon Watterson, D5	Tucker Brown, CO/SwRI
Josh Reichert, D2	Javier Rodriguez, D6	Roger Strain, CO/SwRI
Ryan Crist, D2/Metric	Mark Laird, D6/AECOM	

Purpose: The purpose of this meeting was to review and vote on statewide issues and requirements, and review footprint issues.

Welcome and Charter Review: CMB Chairman D. Vollmer opened the meeting at 1:35 p.m.

Call for Quorum and Review of Agenda: A quorum was established. D. Vollmer briefly reviewed the meeting agenda.

Previous Meeting Recap and Action Item Review

1. **FTE to prepare white paper to document their efforts and findings on WWD and send out draft by next CMB. (Open Action Item)**
2. **CO to look into getting C2C connection data into RITIS. (Open Action Item)**
3. **CO to follow-up on Google Traffic data possibilities. (Open Action Item)**
4. **ITS WAN to send IP Allocation Plan to all the Districts by the next CMB meeting. (Open Action Item)**
5. **CO to verify with Cambridge that HERE data won't be used for the annual report. (Closed Action Item – A combination of HERE and detector data will be used.)**
6. **CO to distribute the SunGuide software GUI update schedule once they are received. (Closed Action Item)**

AGENDA ITEMS

ITS Telecommunications Update

F. Deasy noted they have requested bids to upgrade our FPL connections. We are increasing the connectivity to District 7 and will be coordinating vendor visits.

D. Heupel presented slides on the ITS WAN update. D. Heupel asked if there were any questions. J. Easterling in FTE asked if anything was needed on the FTE side. D. Heupel responded that nothing else was needed but he would be getting the Memorandum of Understanding back to FTE soon. J. Dilmore in D5 asked if they could meet to discuss redundancy between SunRail and Tri-Rail dispatching operations through the ITS WAN. D. Heupel responded that they would set up a teleconference next week to discuss it. D. Heupel continued presenting slides on the ITS WAN update. D. Heupel asked if there were any questions.

SunGuide® Software Update

D. Vollmer presented slides on the SunGuide Software Update. The only hotfix that has been released so far from the below is Hotfix 04:

- Hotfix 08 – FP 3119 – Nokia version 3.1.2 Support
- Hotfix 07 – FP 3082 – Jupiter Canvas Driver (still being evaluated)
- Hotfix 06 – FP 3018 – Response Plan Times in Database (still being evaluated)
- Hotfix 05 – FP 2912 – Add Filtering by C2C Network Id to DAR (still being evaluated)
- Hotfix 04 – FP 2922 – Wrong Way Driving

Release 6.1 will be released the second quarter of 2015. Most Districts have upgraded to 6.0. District 6 is transitioned to SunGuide software release 6.0 April 30th. MDX is still on SunGuide software release 5.1.1. D. Vollmer asked W. Lee in MDX when they were expected to transition. W. Lee in D6 responded to he would like to schedule it for the end of May or the beginning of June. D. Vollmer said they would discuss it offline. D. Vollmer asked if there were any questions.

RITIS Update

D. Vollmer presented slides on the RITIS update. If anyone would like access to the HERE data in RITIS they will need to send an email to both R. Allen and D. Vollmer. They will look into if that person can have access granted or not. If you are contracted to do work through a consultant firm and they need access then I will request the contract number to verify the duration and the work that they are doing. If they are another State agency or local agency, they will need to sign an agreement. J. Dilmore asked about the concessionaire that has read only access to SunGuide and if he needs to do anything with them. D. Vollmer responded he will have to get back with him offline on that. D. Vollmer continued presenting the slides. There is an issue in RITIS typically in the early morning hours when there is no traffic when the detector reports zero volume and reports either the last speed detected or zero, depending on the detector. SunGuide removes the speed in these instances which causes RITIS to receive a null speed which it cannot handle. The result is null data in the system and detector health showing large quantities of missing data. We will bring this up at the next ITS Working Group Meeting to get statewide consensus on how we want RITIS to represent no traffic. If you have issues with the RITIS system, send the issues with detailed information to:

Derek.Vollmer@dot.state.fl.us, Clay.Packard@dot.state.fl.us, and Kelli.Moser@dot.state.fl.us.

D. Vollmer asked if there were any questions on the update.

FL 511 DTN Weather Data Feed (vote)

R. Allen presented slides on the FL 511 DTN Weather Data Feed, which is a voting item. R. Allen finished presenting slides and asked if there were any questions. This was followed by voting to remove the DTN Weather Data Feed in FL 511.

Voting results: D1-yes; D2-yes; D3-yes; D4-yes; D5-yes; D6-yes; D7-yes; FTE-yes; MDX-yes; CO-yes.

The item passed.

Waze Phase 2 (vote)

C. Packard presented slides on Waze Phase 2, which is a voting item. For non-instrumented state roads we are going to post floodgates for complete closures only. D. Vollmer clarified it is non-instrumented state roads that don't have EM location within FL 511. B. Ritchson presented the Improved WazeReader and Filtering slide and asked if there were any questions. R. Crist in D2 mentioned if you associate FHP CAD to an event, it timestamps the additional information in the event chronology. What information would be time stamped in the event chronology for a Waze event? B. Ritchson responded any information we have will automatically populate into the event. R. Crist in D2 asked if only the initial alert would be received because in FHP CAD any time a duty officer makes a change to any of the key five fields a new alert comes through. How will that be filtered out or will it be associated throughout the event? B. Ritchson responded Waze has assured us that no information except for the confidence rating would change in an event after it is created. With that in mind, the behavior will be the event comes in and then there will be a closure. C. Packard mentioned there is way to configure the system to filter out some of the FHP CAD alerts and they could talk offline about it. C. Packard continued presenting the Waze Phase 2 slides. C. Packard mentioned they would have to look into if SunGuide could determine if the Waze event is a duplicate. C. Packard mentioned the Lat Long of the Waze event would be snapped on to the map data to determine what roadway it is on. M. Laird in D6 asked if the direction information would be provided to help when it is ambiguous at an intersection. C. Packard mentioned that one of the small enhancements was to include Lat Long information provided by the GIS office so when it is accurate enough the direction can be determined. C. Packard continued presenting the Waze Phase 2 slides. M. Laird in D6 asked if you could override the automation before the event gets created. C. Packard responded that anything can be changed after the event is created. This was followed by voting.

Voting results: D1-yes; D2-yes; D3-yes; D4-yes; D5-yes; D6-yes; D7-yes; FTE-yes; MDX-yes; CO-yes.

The item passed.

Wrong Way Driving (vote)

C. Packard presented slides on Wrong Way Driving, which is a voting item. C. Chandler in D7 commented that for future consideration while waiting on the ramp that an additional message sign should be at the ramp to notify the driver the ramp is not open due to WWD. C. Packard responded that scenario could be added to the ConOps. C. Quinn in CFX mentioned adding an extra blankout sign for notifications. C. Quinn in CFX mentioned their pilot project has experienced lots of false alarms with the Wavetronix Click!512 but they are going to wait until the end of the evaluation period to make a final determination. They suggested to TAPCO to

add an aerial mounted camera to help confirm WWD. J. Easterling in FTE mentioned they had lots of false positives from the Wavetronix Click!512 and the TAPCO BlinkLink doesn't have as many false alarms. He was concerned about the automated configuration discussed in the ConOps since the 12 Wavetronix devices have about 20 false alarms a week. C. Quinn in CFX confirmed they were seeing the same thing. C. Packard responded that it sounds like we need a per device configuration for automation so that automation can be turned off until the device is proven to be reliable. D. Vollmer in CO asked under what conditions were the false alarms being seen (peak traffic, roadway configuration or something else.) J. Easterling in FTE responded that heavy congestion seems to have the most false reads. They have worked with Wavetronix for almost six months to minimize the false reads but it hasn't gotten to a level where FTE is comfortable using it. C. Quinn in CFX responded they have used Wavetronix a lot for field integration work. The areas where CFX has the detectors is right near the gore area right before the ramp starts. From an operations perspective, with the number of false alarms received the concern is the operators won't take it seriously. The TAPCO BlinkLink has caught fire trucks going the wrong way and mowers so it seems to be doing everything we anticipated. However, the Wavetronix does not behave as anticipated and we are awaiting a reason from the manufacturer for the numerous false alarms. D. Vollmer in CO asked if one of the solutions Wavetronix had tried to implement to reduce the number of false alarms also decrease the accuracy of the speed, volume and occupancy detections. J. Hope in CFX responded there were a number of tweaks that had to be done to improve the Wavetronix but there were some things Wavetronix couldn't do because it would affect the counts. C. Quinn in CFX noted the radar technology does well for the speed, volume and occupancy but for WWD we get into operational challenges with too many false alarms. We are still using the Wavetronix for other purposes besides WWD. We still have four or five months left on our pilot but we are looking at a Plan B since the Wavetronix aren't performing how we want. D. Vollmer in CO noted that one of CFX's recommendations from the pilot could be that we don't use Wavetronix for WWD detection. C. Quinn in CFX agreed and mentioned the pilot wouldn't be done until close to the end of 2015 and that a determination would be made at that time. It appears that the location of the WWD devices is correct but have been unable to prove the right technology there. We may need to add an aerial camera to confirm WWD. D. Vollmer in CO asked if anyone else was looking at other detection technology for their mainline. J. Easterling in FTE responded they are not looking at new technology for the mainline but are looking at some other detection technology. We are looking at using our toll system as part of the detection process. We are going to do a limited test here so that could have mainline application over time but we are not going to start with the mainline. C. Chandler in D7 mentioned they were looking at the Wavetronix device on the mainline. We are not looking at any other product for the mainline. However, I think for both the mainline and the exit ramps that inductive loops in the pavement may be something worth taking a look at. C. Packard in CO asked if anyone else had any other questions. T. Brown in CO confirmed that per device configuration was planned for the WWD devices and the option to turn the device on or off will be available on each device. It will not require you to turn the automatic activation on for a device but it will be an available option. C. Quinn in CFX commented that was a good feature. D. Vollmer in CO asked if anyone else had any other questions. J. Easterling in FTE commented that the results from the pilot projects get tied in. This was followed by voting.

Voting results: D1-yes; D2-yes; D3-yes; D4-yes; D5-yes; D6-yes; D7-yes; FTE-yes; MDX-yes; CO-yes.

The item passed.

Break (10 Minutes)

SSUG Small Enhancements (vote)

C. Packard presented slides on SSUG Small Enhancements, which is a voting item. C. Packard asked if there were questions. J. Dilmore in D5 asked if when it comes down to being able to select different types of data in order to populate the speed map would any of these changes preclude us from doing that. D. Vollmer in CO asked J. Dilmore in D5 if he was taking the various data sources and fused them to provide the most accurate data before he sent it to SunGuide. J. Dilmore in D5 responded fusing could occur before or after being sent to SunGuide. D5 hasn't gone through a ConOps to determine how we would do it from an architecture standpoint. C. Packard in CO responded that SunGuide can't do that currently but it would look at it as another C2C data source. D. Vollmer confirmed there were no other questions and asked if any of them needed to be voted on separately. Everyone was good with voting on the set. This was followed by voting on the set of small enhancements.

Voting results: D1-yes; D2-yes; D3-yes; D4-yes; D5-yes; D6-yes; D7-yes; FTE-yes; MDX-yes; CO-yes. The item passed.

Statewide ITS Architecture Update

D. Vollmer presented slides on the Statewide ITS Architecture Update. D. Vollmer asked D4 and D6 if they wanted separate workshops or if a combined workshop in Miami was ok. D. Chen in D4 responded that they are very close and in the past updates it was combined. D. Vollmer asked if there were any questions about the update.

Auto-Dismiss Already Detected Alerts Upstream (FP 2845) (vote)

C. Packard presented slides on the Footprint 2845 Auto-Dismiss Already Detected Alerts Upstream, which is a voting item. The last concern was a secondary incident in the queue which was discussed with the SSUG and D1 and was explained in the slides. This was followed by voting.

Voting results: D1-yes; D2-yes; D3-yes; D4-yes; D5-yes; D6-yes; D7-yes; FTE-yes; MDX-yes; CO-yes.

The item passed.

Road Ranger GUI Improvements (FP 2661/3040) (vote)

M. Laird presented slides on the Road Ranger GUI Improvements (FP 2661/3040), which is a voting item. D. Vollmer in CO noted there were some items that we would want to clarify with SwRI during the design review. D. Vollmer in CO asked if there were any questions. J. Reichert in D2 asked for the cost of this item. T. Brown in CO responded it would cost \$17,000. This was followed by voting.

Voting results: D1-yes; D2-yes; D3-yes; D4-yes; D5-yes; D6-yes; D7-yes; FTE-yes; MDX-yes; CO-yes.

The item passed.

Open Discussion

D. Vollmer opened the floor for open discussion.

Review Action Items

- **ITS WAN to set up teleconference with D5 Jeremy Dilmore regarding Tri-Rail and SunRail. – Completed**
- **CO to look into operators not having to determine if the Waze event is a duplicate.**
- **CO to add Chester's comments on future considerations to WWD ConOps. – Completed**

Meeting adjourned at 4:16 p.m.