



SUNGUIDE® DISSEMINATOR

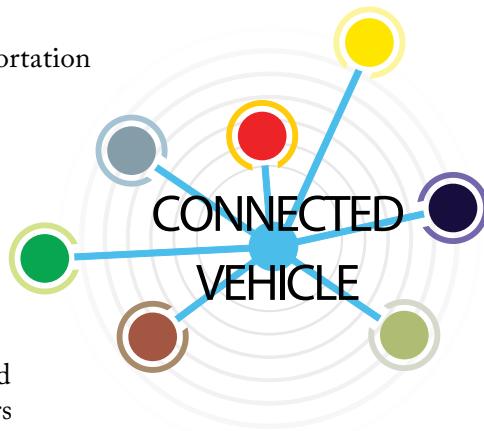
Florida Department of Transportation's Traffic Engineering and Operations Newsletter



Moving Forward with Connected Vehicle

By Steve Novosad, Atkins

The United States Department of Transportation (USDOT) has completed its safety pilot model deployment (SPMD) program. Through the SPMD, the USDOT performed research into whether connected vehicle technology could be successfully deployed on a large-scale environment (almost 3,000 vehicles). The purpose of the SPMD was to test connected vehicle operations in real-world conditions, understand how regular drivers use connected vehicle technologies, and determine the safety benefits of connected vehicles. As part of the SPMD, the USDOT collected data, which the National Highway Transportation Safety Administration (NHTSA) evaluated. Using this data, NHTSA stated in February 2014 that it would move forward to enable vehicle-to-vehicle (V2V) communications in light vehicles. In August 2014, NHTSA took the next step by releasing an advanced notice of proposed rulemaking for V2V communications in light vehicles. The V2V communications technology uses dedicated short-range communications (DSRC). It is anticipated that NHTSA will announce its intent to move forward to also enable DSRC devices in heavy vehicles.



Using the SPMD research outcome, the USDOT has rapidly advanced the plans for connected vehicle. There are several qualified connected vehicle device vendors on the USDOT's research qualified product list. The USDOT has successfully completed the Michigan 2015 Test Bed project; establishing an intelligent transportation systems (ITS) like architecture for connected vehicle deployments. The USDOT is working with the Michigan Department of Transportation (MDOT) who is establishing a large regional test bed. Other agencies are upgrading or establishing connected vehicle test beds with USDOT input. The USDOT is preparing to release a request for application (RFA) for several regional connected vehicle pilot deployments that will emphasize the use of vehicle-to-infrastructure (V2I) devices and communications. The USDOT plans release of the first of these RFAs in early 2015, with multiple awards anticipated. Following these deployments, a second RFA is planned for release in 2017, with multiple awards anticipated. These projects are expected to be deployed in real-world environments, solving real-world problems. The USDOT has stated that its

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expects a need for cooperative relationships between public agencies and private entities in order to successfully implement a regional pilot.



Wrong way message from recent connected vehicle demonstration.

So what is the Florida Department of Transportation (FDOT) doing? The FDOT ITS Program recently demonstrated five connected vehicle applications at its Traffic Engineering Research Laboratory. FDOT also hopes to demonstrate connected vehicle applications at the Florida Automated Vehicles Summit in December. FDOT has defined a new larger regional test bed and is meeting with various connected vehicle device manufacturers about their products and capabilities. As part of the Federal Highway Safety Administration's Integrated V2I Prototype (IVP) project, FDOT will be deploying the first V2I platforms within its new regional test bed in order to provide feedback on how well the systems deploy in a real-world environment and what could be done to improve these deployments. USDOT plans to provide the results of the IVP project to MDOT for use in their test bed. FDOT is establishing public and private partnerships to strengthen its connected vehicle presence in its regional test bed.

For information, please contact Elizabeth Birriel at (850) 410-5606 or e-mail to Elizabeth.Birriel@dot.state.fl.us.

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SunGuide® Software Release Version 6.1 is Right Around the Corner

By Derek Vollmer, FDOT Traffic Engineering and Operations, and Clay Packard, Atkins

The release of SunGuide® software version 6.1 is right around the corner, so it's time for testing activities to begin. The factory acceptance testing (FAT) is the first round of testing, but before testing occurs, test procedures are reviewed to verify all of the requirements are being tested. Next, an inspection of the test environment takes place to make sure everything is prepared and ready to go. Finally, it is time for the "fun" to begin.

The SunGuide software version 6.1 FAT was conducted on September 22-25. The testing lasted four days due to the many new features and changes. Some of the more significant changes to the software that were tested are discussed next.

The first major enhancement was to migrate to the Software Administration Application (SAA), which was initially developed for the Texas Department of Transportation (TxDOT). SAA improves user management by treating users and groups much like a Windows active directory system, allowing the management of a group rather than individual users when assigning permissions. SAA also handles the details of user management rather than each subsystem downloading users, passwords, and permissions from the database directly. Also, the user interface has been built into the operator map replacing the Admin Editor User Management page.



The second major enhancement tested was the new road weather information system (RWIS) features. These features included:

- Adding support for the latest National Transportation Communications for ITS Protocol (NTCIP) version for RWIS;
- Moving the RWIS dialogs out of Internet Explorer and into Windows Presentation Foundation;
- Adding a beacon subsystem; and
- Automating response plans for low visibility events.

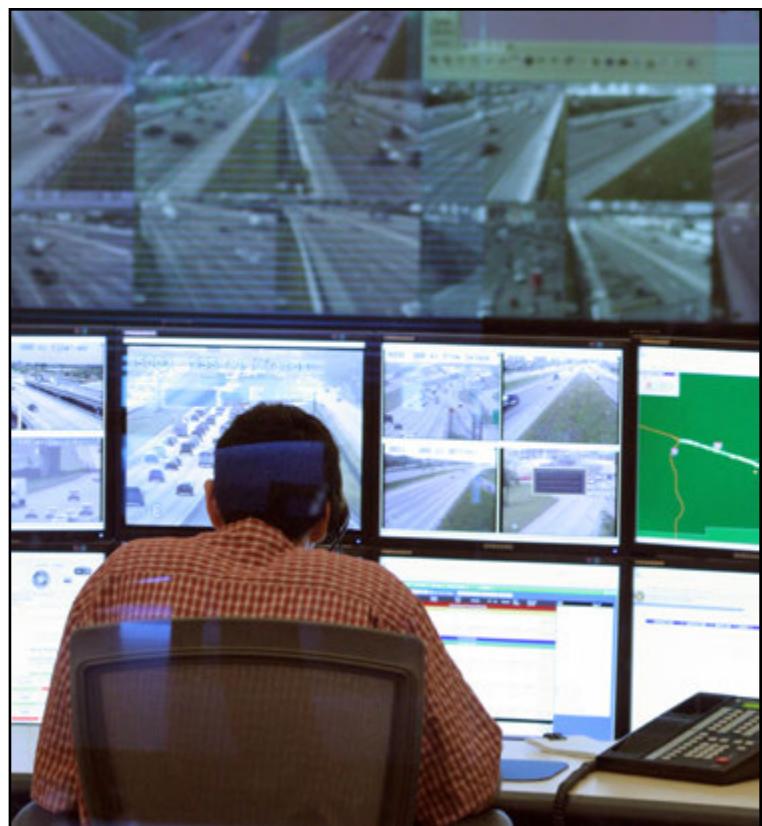
Some minor issues were encountered during this part of the testing, but they were all resolved by the end of the testing.

Support for a new camera control protocol called the Open Network Video Interface Forum (ONVIF) protocol was another major enhancement implemented into the SunGuide software and tested. The ONVIF protocol is an open standard that many of the camera manufacturers have embraced and implemented. Supporting the ONVIF protocol will allow many existing camera products to be compatible with SunGuide software, and encourages more camera manufacturers to apply for FDOT's Approved Product List. Having more products from more manufacturers available to SunGuide software will foster competition, which will improve quality and reduce FDOT's cost. With ONVIF and NTCIP support in SunGuide software, camera manufacturers will only need to support one of the protocols. The ONVIF protocol implements most of the current SunGuide software capabilities, but it does not have a command to open and close the camera iris. The protocol testing was successful.

Another major enhancement to the software was with the installation process. There are many pieces that have to be in the right place to successfully deploy SunGuide software, and it is the job of the new Installer to ensure that most of those pieces are in place. Some of the installer-related modifications include:

- Reducing the number of pieces that must be installed in various locations by the installation technician;
- Having the installer read the configuration file to know where to place items rather than asking the installer technician; and
- Adding a deployment config.xml file to identify where the servers in the deployment are so that the installer can be executed remotely and in a batch for all servers.

These changes to the SunGuide software installation process make it much easier for the installer technician.



District Four transportation management center operator.

Finally, the software was enhanced to receive wrong-way driver alarms from a Click 512 module connected to an existing Wavetronix high definition microwave vehicle detector. These devices will be installed on Florida's limited-access roads and will notify the transportation management center operator of a wrong way driver. This is the first phase towards saving lives from wrong-way crashes. The modifications also include the ability of the SunGuide software to send emails to a preconfigured email recipient list and to create alerts for operators when a wrong-way driver alarm is received. Operators can then handle the alerts to warn motorists of a potential wrong-way driver and alert responders. This testing was also successful.

There were a handful of other small enhancements and many footprint issues included in release 6.1. It took a bit of focus to get through the entirety of the testing. Each day, from start to finish, was full of exciting mouse clicks and technical discussions. All in all, the FAT was successful. After a small batch of minor corrections and minor enhancement fine tunings, the next step is for the independent verification and validation in Tallahassee, which will take place in November.

For information, please contact Derek Vollmer at (850) 410-5615 or e-mail to Derek.Vollmer@dot.state.fl.us.

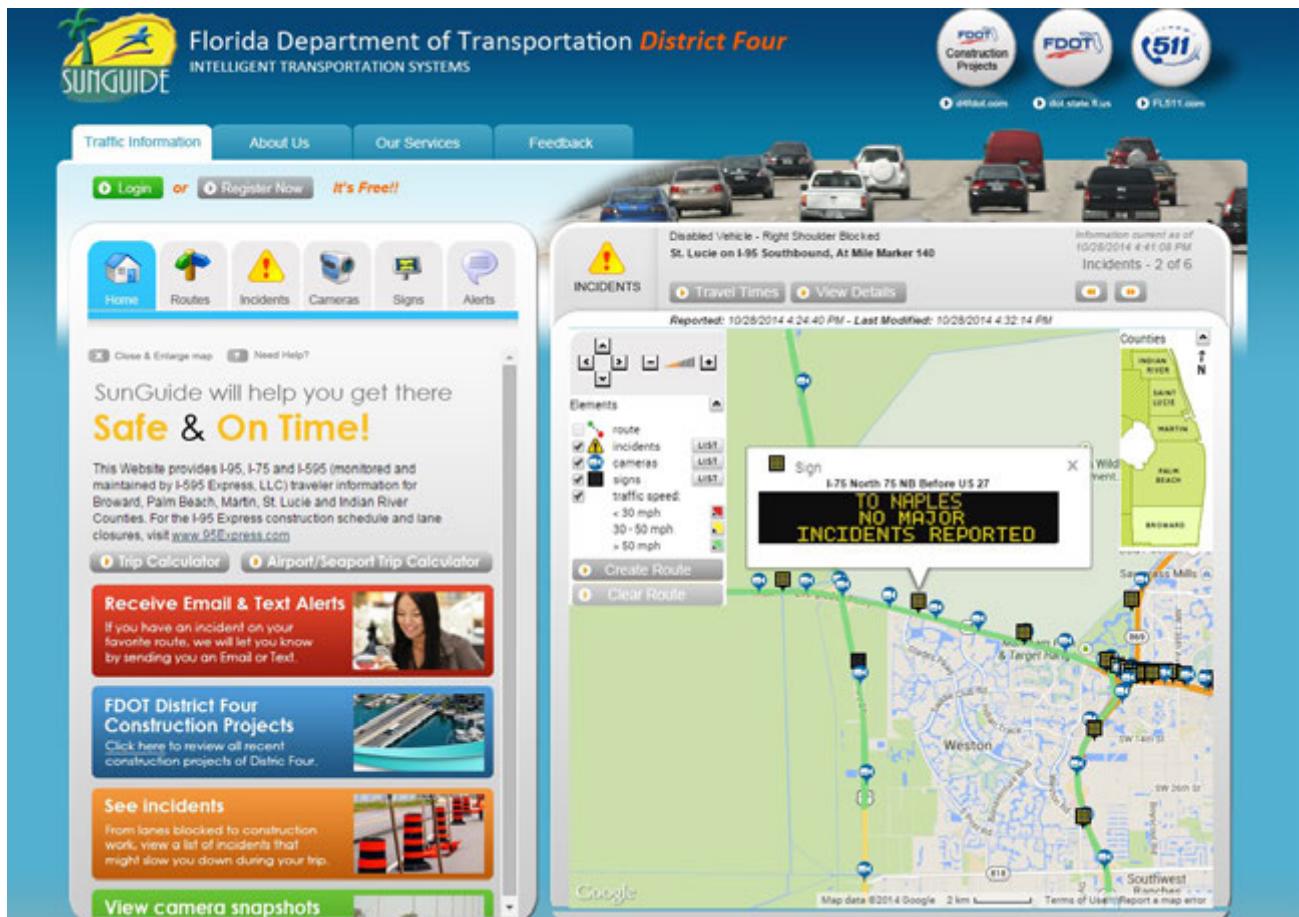
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District Four: Long Distance Messaging on Dynamic Message Signs

By Daniel Smith, FDOT District Four

For the first time in South Florida, motorists traveling along the Florida Department of Transportation (FDOT) District Four highways are getting accurate, up to the minute messages for long-distance travelers for destinations on select dynamic message signs (DMS). DMSs now display messages indicating any reported delays to give commuters enough time to make smarter, more informed driving decisions when traveling along the highways. These messages are posted via predefined plans, 24/7 except for peak periods (Monday-Friday 6 am – 9 am and 4 pm – 7 pm).

DMS refers to dynamic, changeable, or variable message signs, defined as programmable traffic control devices that display messages composed of letters, symbols/graphics, or both. DMSs are part of the intelligent transportation systems that ties together traffic monitoring devices of various kinds, transportation management centers (TMC), and driver alert services such as DMSs, the FL511 advanced traveler information system, and Waze®.



District Four DMSs on web site showing long-distance delay messages for Naples.

It is the responsibility of TMC operators to monitor the Waze system by opening and entering start and end points on the live map, and monitoring the appropriate route for reported delays on pre-designated destinations, like Miami, and Naples. TMC operators also monitor the FL511 system and the Florida Highway Patrol web site for major incidents and delays. DMSs are blanked if there are any major incidents and/or if travel times fall below a mile a minute. By utilizing these tools, District Four TMC operators are able to determine any delays between District Four and the message to motorist on the designated destinations.

This initiative is a result of a joint effort between FDOT's Districts to give motorists more complete trip time estimations when traveling in the state of Florida.

For information, please contact Mr. Smith at (954) 847-2785 or e-mail to Daniel.Smith@dot.state.fl.us.

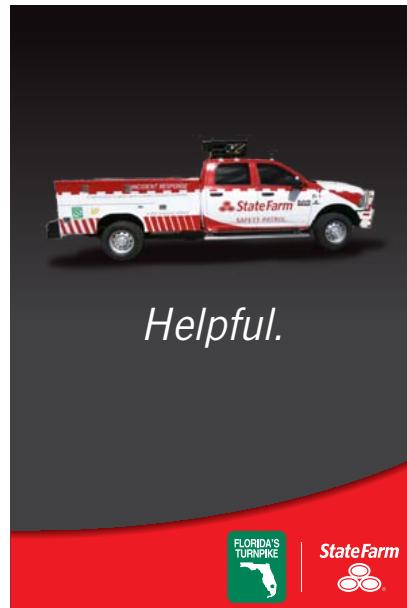
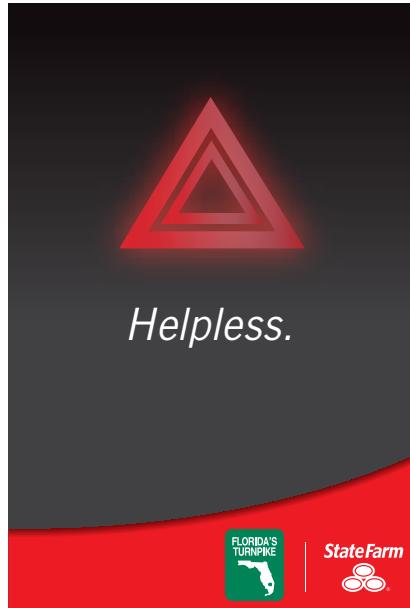
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Florida's Turnpike Road Ranger Comment Cards Go Digital

By Michael Washburn, Florida's Turnpike Enterprise

Florida's Turnpike Road Ranger service patrols have joined the digital age – as in digital comment cards. Beginning in September, the Turnpike's State Farm Safety Patrol Road Rangers stopped providing a hard-copy brochure/comment card for customers to provide their hand-written input.

In its place, Road Rangers now have a business-size card that is handed to customers and asks them to “Share Their Story” and visit a web site (www.assistpatrol.com) to leave their comments online via a short survey. Customers can also “tweet” their input and share their stories via hashtag #AssistPatrol social media.



The new card is two-sided, with the front side an alternating hologram pictorial showing a “Helpless” graphic that changes to a “Helpful” Road Ranger truck.

“Whatever we can do to make it more convenient for our customers to provide us input on our program is a must,” Turnpike Traffic Operations Engineer John Easterling said. “The new online and social media option is a natural evolution in today’s world.”

Travelers Marketing, the Turnpike’s contracted partner for the State Farm Safety Patrol sponsorship program, coordinated the transition from printed comment cards to the fully online survey, citing State Farm’s desire to place a larger focus on the digital option for motorists assisted by the Safety Patrol. The digital survey allows assisted motorists to connect online via their desktop computers or smart phones to thank a driver and submit their story and experience with the patrol. The transition of Florida's Turnpike comment cards follows implementation of the digital survey in other states such as Kansas.

The online survey asks customers questions such as: What was the problem? How did the driver assist? How long did you have to wait before the patrol arrived? How did the patrol driver know you needed assistance? Where was your vehicle located?

According to Travelers Marketing, the social media option has prompted motorists to share longer and more detailed feedback about their experiences with the Safety Patrol. Additionally, the real-time reporting and ability to share comments online provides the Florida's Turnpike, State Farm, and Travelers Marketing a streamlined process for tracking the progress of the patrol and offers an added opportunity to promote the patrol to friends and followers of assisted motorists. Another objective is to increase the social conversations taking place online about the patrol, and to increase the potential to promote the Turnpike's program.

Once online at the web site, motorists will also have the opportunity to learn more about the patrol from the “About” section of the web site and to read other stories from assisted motorists.

For information, please contact Eric at (954) 934-1621 or e-mail to Michael.Washburn@dot.state.fl.us.

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Gwinnett County Civic Leaders Visit SunGuide® TMC to Learn About Incident Management

By Javier Rodriguez, FDOT District Six

The Florida Department of Transportation (FDOT) District Six Office recently hosted a comprehensive tour of its intelligent transportation systems (ITS) and incident management program for the Civil Leadership Group from Gwinnett County, Georgia.

The tour was coordinated with the county's Chamber of Commerce and was part of their annual effort of visiting different cities to learn about best practices from around the country with the intention of applying them in their region. The group was comprised of about 65 professionals from a variety of backgrounds including traffic engineering, education, and the arts. They visited several agencies in the Miami area and made their stop at FDOT to learn more about its incident management practices and ITS Program. The visit began in District Six's main auditorium with a presentation that detailed the program's resources, contract structure, operational procedures, and lessons learned. The presentation was followed by a thorough question-and-answer session and the group was then cycled through three demonstration stations to give attendees a first-hand look at the resources discussed in the presentation.

The first station featured a viewing tour of the transportation management center (TMC) control room and a presentation about all the ITS Program's congestion management services and how they operate. The second station was dedicated to the Road Ranger service patrols and their role in the program's day-to-day incident management functions. A handful of Road Ranger operators and their respective vehicles were on display to showcase their resources and capabilities. Lastly, the third station displayed the District's rapid incident scene clearance (RISC) service and included two RISC units used to clear large-scale traffic events. The attendees asked a variety of questions and expressed interest in the program's incentive-based contract.



TMC staff present to the Gwinnett County Civil Leadership Group.

Information sharing sessions such as this are part of the District's ongoing commitment in advancing the ITS Program's mission and increasing awareness at the local and national levels. They provide a good opportunity for the District to showcase its services and give staff the opportunity to learn how other agencies manage their respective programs as well. If you are interested in booking a tour for your agency, please visit www.sunguide.info.

For information, please contact Mr. Rodriguez at (305) 470-5757 or email to Rodriguez2@dot.state.fl.us.

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ITS Florida: History is Made at the ITS3C Summit

By Jay Calhoun on behalf of ITS Florida

On September 14, 2014, history was made when the ITS3C Summit opened its doors at the Arthur R. Outlaw Convention Center in Mobile, Alabama. This was the first time three state Intelligent Transportation Society (ITS) chapters held a joint conference and it proved to be a huge success. Under the guidance of Chris Hilyer, Operations Manager of the Alabama Department of Transportation (ALDOT), this meeting was two years in the making. Chris directed a multi-chapter committee as they planned this four-day meeting of ITS Florida (ITSFL), ITS Georgia (ITSGA), and the Gulf Region ITS (GRITS). ITSFL members of the Planning Committee included:

- Stephanie Hoback
- Connie Braithwaite
- Jonathan Tursky
- Sandy Beck
- Jesus Martinez
- Ken Jacobs
- Adam Moser
- Jay Calhoun

The idea for this meeting had its origin with Charlie Wallace when he was ITSFL Executive Director. While ITSFL has held joint meetings with ITSGA on two occasions, Charlie long ago stated his desire to ultimately have Transpo be a southeastern United States event. The ITS3C Summit fulfilled that vision.

Over 500 people registered for the ITS3C Summit, making it the largest ITS chapter meeting ever in the south. This delegation represented 37 states and five countries. This included 31 public sector agencies, 148 companies, and seven universities. Since the attendees came from so many states, including each of the five host states' departments of transportation (DOT), it gave everyone the opportunity to exchange ideas on how intelligent transportation systems are constructed, operated, and maintained in the different states.

The technical program attracted speakers from across the country. There were four tracks – Technology and Innovation; Questions and Traveler Information/Dissemination; Safety and Mobility; and Planning, Funding, and Measuring – and attendees heard new ideas and lessons learned from a myriad of projects. Equally important to the technical aspect of the meeting were the plenary sessions. They included speakers, such as John Cooper, the ALDOT Director, challenging attendees to learn just one thing at the ITS3C Summit; Ray Goudy from Nissan explaining his company's approach to connected vehicles; and Ron Drogan of Red Classic Trucking, explaining how Coca-Cola took the internal operation of delivering their product and made it a successful separate business operation.

A highlight of the ITS3C Summit was the CEO Roundtable. Leaders of the DOTs in Florida, Georgia, Mississippi, Alabama, Louisiana, North Carolina, South Carolina, Tennessee, Texas, and Arkansas candidly answered questions regarding the role of intelligent transportation systems in their states; how the federal government could help them; and where they saw the future of intelligent transportation systems heading. It was a unique opportunity to hear the leaders compare their programs. From this conversation, it was evident that Florida is blessed with a program and budget that leads the area.

The networking events were well above what any one organization could provide. Sunday night's Opening Reception provided a chance to meet the vendors in a casual setting. Monday evening's event was truly one-of-a-kind. After having a southern barbecue dinner in a hangar housing vintage aircraft, refreshments and music were on-board the USS Alabama. Guests had a great time climbing all levels of this battleship. Tuesday night provided two opportunities to meet someone from another state – a casino-style event and dueling pianos were in adjacent rooms with a large spread of food. And Veets and other Mobile clubs provided further locations to meet old friends and make new ones.

The ITS3C Summit also featured a large exhibit hall with over 75 vendors displaying full-size dynamic message signs, closed-circuit television cameras, and many other items associated with our industry. This area provided a great chance to learn about various equipment directly from the experts.

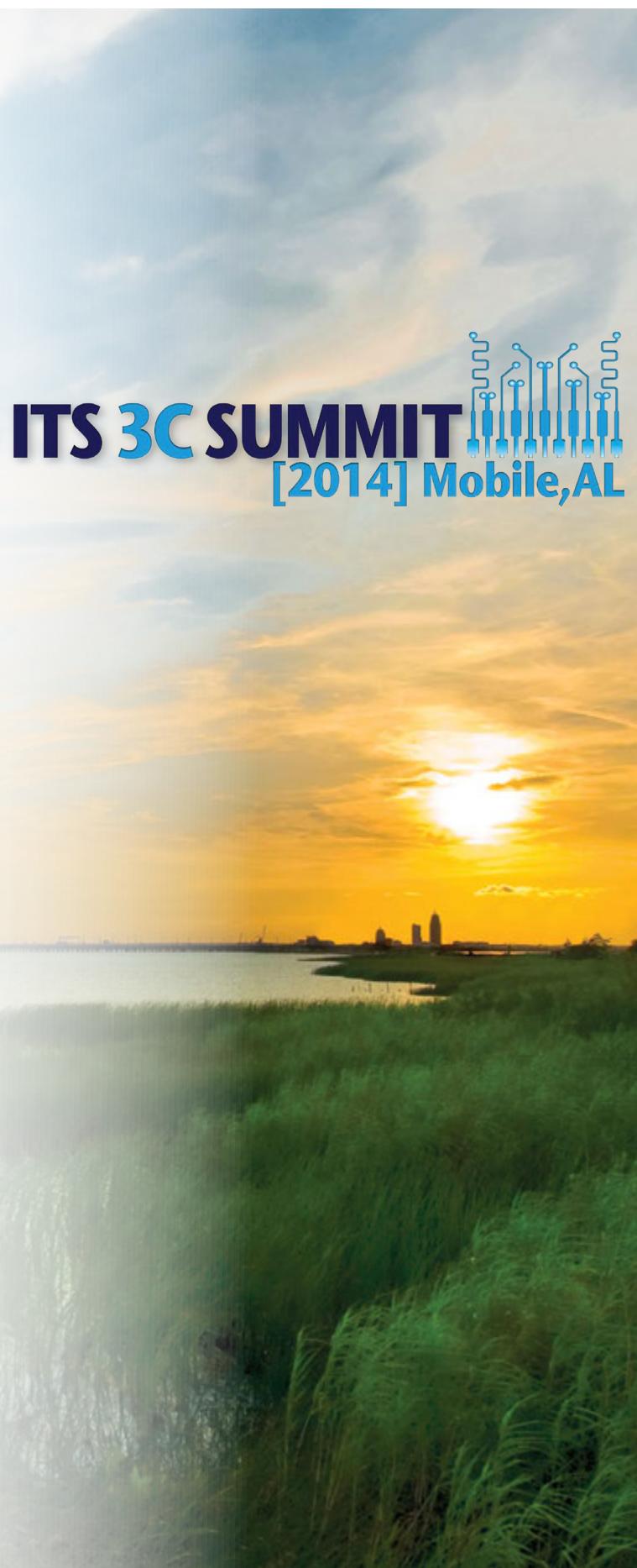
Tuesday afternoon provided a break from the technical sessions, but there were lots of other things to do. There was a field trip to the Austal Ship Building Facility and the ALDOT Mobile regional transportation management center and tunnel facility, which provided a chance to tour the ship building facilities of a defense contractor and to see the inner workings of a tunnel – a rare treat. Training courses were provided and, of course, there was a golf tournament.

Two highlights of the ITS3C Summit occurred in the Closing Session. First, Chris Hilyer took a moment to recognize the loss of Erika Birosak. While originally a questioner of the idea of the ITS3C Summit, once she became convinced of its value, she became one of its biggest supporters and was working very hard on the Planning Committee to ensure its success. Erika's presence at the ITS3C Summit was truly missed. Second, John Croyle of the Big Oak Ranch was the closing speaker. John and his family have spent their lives adopting kids with troubled pasts. They have adopted over 2,000 children, and currently have over 25 enrolled in college. His talk about how to be a better person and parent was very inspirational, and Chris presented John with a check for \$10,000 from the ITS3C Summit.

All in all, it was a busy four days for ITSFL attendees. This regional event provided an opportunity to learn from and network with people from many other states. Hopefully, the success of the ITS3C Summit will provide a base for many future regional conferences.

If you are interested in more information about ITS Florida or would like to submit an article on behalf of ITS Florida, please contact Sandra Beck at ITSFlorida@ITSFlorida.org.

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Editorial Corner: Florida ITS – Over the Years

By Gene Glotzbach, FDOT Traffic Engineering and Operations (now retired)

As I look at the creation of the Florida Department of Transportation's (FDOT) Intelligent Transportation System (ITS) Program back at the change of the millennium, the program has moved from a decentralized approach, where project funding had to compete with the more glamorous capacity improvement projects, to a more centralized and coordinated approach. The adoption of the ITS Strategic Plan back in 1999 got the ball rolling as the founding document of the program. The dedicated funding source, as recommended in the ITS Strategic Plan has enabled Florida to become a leader in the deployment of ITS. Florida once followed in the footsteps of other states regarding the deployment of ITS, and now those states follow in Florida's footsteps.

Prior to the development of the ITS Strategic Plan, the state had only three small ITS deployments in Jacksonville, Orlando, and Miami. Today, ITS has been deployed on over 1,295 miles of limited-access facilities, as noted in the ITS Performance Measures Annual Report. Projects are either underway or are programmed to deploy ITS on the remaining 811 miles of limited-access facilities. By the end of the decade, Florida will have deployed ITS on a total of 2,107 miles of roadway completing the deployment on limited-access facilities. Fiber optic cable is another deployment just as important as the deployment of ITS field devices. Fiber optic cable provides for a more secure and reliable means of communicating with devices in the field and provides more flexibility to FDOT for enhancing and expanding ITS as well as supporting new technologies. To manage ITS, every District has constructed regional transportation management centers (TMC). Florida has 12 TMCs around the state that monitor the activity on our limited-access facilities and provide feedback to the public through the use of dynamic message signs and FDOT's 511 advanced traveler information system (FL511).

To facilitate deployment of quality equipment on FDOT's roadways, the ITS Program has developed specifications that are constantly undergoing review and updating to keep up with technology. The Traffic Engineering Research Laboratory (TERL) is responsible for the testing of devices to make sure they meet specification requirements and are quality products. Over the years, the TERL has improved its capabilities to where it can test devices in a deployed environment, providing a more robust testing process.

The FL511 system has evolved from regional systems that were procured independently with different looks and feel, to one statewide system where users access the same interface no

matter where they are in the state. There is no need to learn different systems while traversing the state. Over time, the FL511 system has been improved by adding more ways to access it. Since starting development of the system back in 2007, the iPhone and Android apps and Twitter accounts have been added to improve dissemination capabilities of the system, allowing users greater choice in how they access traveler information.

FDOT's telecommunications network has evolved and includes both fiber optic cable and microwave. As FDOT deployed fiber to provide the communications backbone for the individual ITS deployments, the total number of miles of fiber has grown to where most of FDOT's TMCs are connected by fiber. The deployment of fiber has allowed FDOT to develop a wide area network (WAN) that will save money by eliminating the need to procure expensive leased circuit. A prime example is the existing FL511 system, which relies on leased circuits to connect FDOT's regional TMCs with the FL511 systems infrastructure. Conversion to the WAN will save FDOT approximately \$400,000 per year in leased circuit costs. The WAN will provide a more robust communications infrastructure improving the FDOT's communications capabilities.

One of the early success stories was the development of the statewide TMC software package, commonly known as SunGuide® software. Before the creation of the ITS Program, Florida had five TMCs utilizing four disparate software packages to operate the TMCs. FDOT took a look at the individual software packages and determined it would be more cost-effective to go to a single advance traffic management system (ATMS) software package. Under an agreement with Texas, FDOT was able to utilize the Texas ATMS software as the beginning point for the development of Florida's ATMS software. That effort was successfully completed and all of FDOT's TMCs are now utilizing the same software package. The switch to the statewide ATMS software has reduced the cost of the operations of the TMCs and provided some consistency in the capabilities of each TMC.

Using the analogy that the ITS Program is a child, I have seen this child grow from an infant to a young adult. And in the future, this young adult will continue to grow and mature and adapt to changes in its environment.

Thank you Gene for one last article - your "ITS Family."

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Announcements

Congratulations Russell!

Please join us in welcoming Russell Allen as the new Intelligent Transportation Systems (ITS) Program Development Engineer. As such, Russell will be responsible for the Florida Department of Transportation's (FDOT) 511 Program and managing the statewide ITS deployment program. He started in this position on October 16, 2014.

Russell Allen has 15 years of professional experience in the areas of wireless and terrestrial telecommunications, facilities planning, design, integration, project management, and staff management as an in-house consultant for FDOT's Central Office ITS section. He also assisted in the development of several ITS standards during this time, and currently serves on the ITS Florida Technical Subcommittee. Russell comes to us from RCC Consultants, Inc. He received his Bachelor's Degree in Electrical Engineering from Florida State University in 1999, and became a Registered Professional Engineer in Florida in 2005.

* * * *

Good Luck Chris!

Please join us in congratulating Chris and wishing him good luck in his new position with the Office of Construction, which was effective October 24, 2014.

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FDOT Traffic Engineering and Operations Mission and Vision Statements

Mission:

Provide leadership and serve as a catalyst in becoming the national leader in mobility.

Vision:

Provide support and expertise in the application of Traffic Engineering principles and practices to improve safety and mobility.

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