



NOACA ITS Architecture Comprehensive Update Stakeholder Workshop No. 2

May 7, 2019 8:30 AM – 11:30 AM Independence Civic Center Willow Room 6363 Selig Drive Independence, OH 44131	May 8, 2019 8:30 AM – 11:30 AM Brunswick Recreation Center 3637 Center Road Brunswick, OH 44212	May 9, 2019 8:30 AM – 11:30 AM Mentor Civic Ice Arena Room D 8600 Munson Road Mentor, OH 44060
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Workshop Summary

1. Welcome, Introductions and Workshop Purpose

Brian Blayne of NOACA provided a welcome and overview on the workshop purpose which is to verify the accuracy of information presented in updates made to the Regional Intelligent Transportation Systems (ITS) Architecture and Strategic Plan for NOACA and provide input on updates that could be made to documents.

A list of workshop attendees at all workshops is attached at the end of the workshop summary for reference.

2. Project Overview & Recap of Workshop #1

Brian provided a project background and introduction to the workshop. The NOACA Regional ITS Architecture has been updated to reflect ITS systems that have been installed over the last ten years, as well as to account for new ITS technology becoming available and ready for deployment, including connected and autonomous vehicles. These technologies can introduce significant changes to transportation and mobility, similar to the rate at which automobiles replaced horse-drawn carriages.

Brian also discussed how the new ITS technologies can help to address the major transportation challenges of safety (reducing highway deaths), mobility (reducing delay and congestion), and environmental impacts (fuel consumption).

Ming-Shiun Lee of AECOM provided a project overview including the key project tasks and activities that have been completed since the first stakeholder workshops in September 2018. Key tasks and activities have included the following:

- ITS Inventory / Capabilities Survey (October 2018)
- Follow-up ITS Inventory Interviews (October / November 2018)
- ITS Steering Committee Project Update (January 2019)
- ITS Needs and Gap Assessment (February 2019)
- ITS Architecture Updates (February – April 2019)
- ITS Strategic Plan Development (February – April 2019)



Ming noted that the Project Website - <https://noaca-its.aecomonline.net/> - was updated to include the Regional ITS Architecture website pages, as well as a draft of the ITS Strategic Plan.

3. ITS Strategic Plan

Sam van Hecke and Dan Krechmer of Cambridge Systematics (CS) provided an overview the updates made to the NOACA Regional ITS Strategic Plan. The ITS Gaps and Needs assessment completed previously on the project served as a base for the strategic plan update to identify ITS technologies that could address those gaps / needs.

A detailed project list was provided to stakeholders as a handout for review and comment on the types of ITS projects presented in the strategic plan update. Projects were categorized into State, Regional, and Local levels to identify which projects pertained to types of ITS stakeholder agencies. The handout presented a total of 25 state-level ITS projects, 11 regional-level ITS Projects, and 19 local-level ITS projects.

Each ITS project presented in the handout contained a brief project description, as well as a connection with related needs identified previously in the project. An anticipated timeframe of each ITS Projects was also presented as either short term (1-3 years), medium term (3 to 6 years), or long term (6 to 9 years).

Stakeholders were invited to review and comment on the ITS projects identified in the Strategic ITS Plan. The purpose of the review is to identify any projects that may be mis-represented, or any planned projects of regional significance that may be missing from the plan document. Below is a summary of comments gathered from stakeholders at the workshops

- Project Need: Wrong way vehicle detection / alerting not included as a need or project, though it has been tested in the region.
- Project Stakeholders: Add Homeland Security, Universities, first responders to the plan and architecture to reflect their involvement
- Labeling of Project ID numbers is confusing with the Related Need ID numbers. Current approach is not clear with how ID numbers are presented
- State projects #17 (Intersection Collision Warning Systems) & #18 (Speed Radar-activated Chevrons) should be categorized as short term rather than medium term
- State project #19 (Deploy a Truck Parking Information Management System (TPIMS)) should be listed as short or medium term (existing I-75 framework in place)
- State project #20 (Ohio Turnpike ACV Testing) is completed (but they are discussing a new framework, follow-up with Ohio Turnpike rep)
- New project: Intermodal center/port for self-driving trucks. Would require coordination between ODOT, Turnpike, and DriveOhio. This would be a long term project, Ohio Turnpike already has long connected vehicle (LCV) lots
- New project: Statewide integrated data exchange from Smart Columbus efforts. ODOT, Drive Ohio, and Turnpike have been involved and can provide documentation



- Cleveland Regional TMC: Group commented that existing documentation should reflect the need / feasibility of a regional TMC. This can help to shape the development of a model that works for the region in terms of traffic and incident management.
- Consider Transportation Systems Management and Operations (TSM&O) strategies as short term rather than medium term for the region. Subject of Regional TMC also relates to the recent focus on TSM&O at a state and regional level.
- Medina County Transit noted that there were several potential ITS projects to include, agency staff will share these after the workshop.

4. Regional ITS Architecture

Dan Nelson of AECOM provided an overview of the updated NOACA Regional ITS Architecture. The overall update to the architecture has been prepared in three forms:

1. An architecture report that presents the descriptions of the ITS elements and interconnects contained in the architecture
2. An architecture database within which all the information has been entered
3. An architecture website that allows stakeholders to review their respective ITS elements and comment on updates that should be made

Dan provided an overview of the report sections on what has been completed in the previous months since the first stakeholder workshops. Overall the architecture report document will be between 40-50 pages, with appendices that contain further information, such as the ITS service packages that have been updated since the 2010 version of the architecture.

Dan also guided stakeholders through the steps of navigating the NOACA regional ITS architecture web pages as shown on various slides in the presentation. Stakeholders are encouraged to search for their ITS elements organized by stakeholder, which can help to facilitate the review of the content presented on the web pages. A two-page navigational user guide was also provided as a handout and is also made available on the project website.

In addition, Dan presented a number of ways in which the Regional ITS Architecture can be used for the region at different stages of project planning. At an early stage of project development, the regional ITS could be reviewed to identify the types of ITS elements that would be included within a potential project. At a very detailed stage, the regional ITS architecture could be reviewed to identify functional objects that belong to those ITS elements. These functional objects can help define the requirements for the ITS elements that would be a part of the project. Dan noted that additional details on the use of the regional ITS architecture is contained in Section 10 of the architecture report.

5. Interagency Agreements

Sam van Hecke and Dan Krechmer provided an overview on the value of understanding the types of interagency agreements in place in the region. These agreements facilitate cooperation and coordination to improve transportation operations and interoperability among agencies within the



region. Types of agreements could include interagency agreements, operational agreements, funding agreements, and master agreements among others.

During the workshops, the following types of agreements were noted:

- ODOT and Turnpike both have agreements in place with each other for operations. There is also interstate coordination with PennDOT as well
- Radio sharing agreements exist between various emergency management agencies
- ODOT District 3 has maintenance agreements, signal operations agreements with local agencies

6. Summary and Next Steps

Ming closed the stakeholder workshops with a summary of next steps to be taken by the project team. These include the following:

- Collection of Interagency Agreements
- Stakeholders provide comments by May 17, 2019
- Finalize the updated Architecture (end of July 2019)
- Finalize the updated ITS Strategic Plan (end of July 2019)
- Publish the Architecture and Website (August/September 2019)

Ming noted that, prior to finalizing the final project deliverables, the revised Architecture Report, website and ITS Strategic Plan would be distributed to stakeholders for another round of review.

NOACA ITS Architecture Comprehensive Update Project

Stakeholder Workshop #2

Cuyahoga County

DATE: Tuesday, May 7, 2019 ; 8:30am to 11:30am

LOCATION: Independence Civic Center, Willow Room, 6363 Selig Drive, Independence, OH 44131

ATTENDEE SIGN-IN SHEET

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Stakeholder Workshop #2
Cuyahoga County

DATE: Tuesday, May 7, 2019 ; 8:30am to 11:30am

LOCATION: Independence Civic Center, Willow Room, 6363 Selig Drive, Independence, OH 44131

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Brian	NOACA		
Sam	CS		
Ming	AECOM		

NOACA ITS Architecture Comprehensive Update Project

Stakeholder Workshop #2

Lake / Geauga County

DATE: Thursday, May 9, 2019 ; 8:30am to 11:30am

LOCATION: Mentor Civic Ice Arena, Room D, 8600 Munson Road, Mentor, OH 44060

ATTENDEE SIGN-IN SHEET

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