



Broadband/Smart City Ad-Hoc Committee Regular Meeting Minutes

April 21, 2022 at 9:00 a.m.

401 S. Park Avenue
Winter Park, FL

Present:

Richard James, James Everett, Wes Naylor, and Michael Poole, Paul Conway and Chris Johnson and Janelle Zurek.

Also Present:

Director of Information Technology Parsram Rajaram; Transportation Engineer Hong Lim and Recording Secretary Kim Breland.

Call to Order:

Mr. Rajaram called the meeting to order at 9:00 a.m.

Consent Agenda

None.

Staff Updates

a. RFP Process.

Mr. Rajaram explained that he spoke with Procurement and the RFP will be released next week and responses are expected to be in by the end of May.

Mr. Naylor asked if the board at is a point where they can invite major stakeholders and data users discuss technology. Mr. Rajaram will provide an update. Brief discussion was held on the upcoming meeting schedule.

Public Comment (for items not on Agenda)

Terry Bryant, 1831 Windsor Drive, Winter Park, FL, spoke about technology advancements related to traffic and discussed neighborhood traffic issues.

Non-Action Items

a. Technology discussion with Transportation Department

Mr. Lim stated that there are three points under transportation division branch: data collection, traffic signals, and vehicles. He discussed multiple ways the city collects data for vehicle counts and classifications, speeding, and bike/ped traffic. He noted that technology has grown and discussed how the state uses cameras and algorithms identify pedestrians versus bicycle and the direction it's going. He stated that the city did a pilot program with IT using that technology and is currently working on a pedestrian program with CRA.

Mr. Lim reviewed the four main different types of traffic signals: free-time/no detection, actuated, semi-actuated and coordinated. He reviewed how each type of signal is used and

noted that the city's Park Avenue signals are free-time/no detection signals and work well. He added that currently in the state of Florida, the signals are used for vehicle detection only and cannot record traffic operations.

Mr. Lim reviewed stated that signals on 17-92 and all of the state signals in the city have some coordination and do speak to each other. He discussed how traffic controller signals and discussed challenges with hard wired signals and the benefits of wireless signal options. He stated that currently the majority of the city owned and operated signals are hardwired. He noted that the city is looking into wireless options and talked about how Orange County converted all of their signals to a wireless system called Traffic Management Center. He explained that the City maintains 47 traffic signals of which 20 are state owned. He noted that a city as small as Winter Park does not usually have its own TMC and discussed how the city could benefit from a small-scale version.

Mr. Lim moved on to discuss the benefits of using signals that are wireless with fiber and talked about autonomous vehicle connectivity. He explained that in order for the city to be Connected Autonomous Vehicle "CAV" ready, fiber connection at signals will be needed to the amount of bandwidth require. He noted that Orange County, Orland and Maitland are working toward becoming "CAV" ready. Discussion followed on efforts the city can take to become CAV ready including having fiber down, and converting all traffic signals from hardwire to wireless to access signals quicker.

Mr. Lim discussed using cameras for vehicle counts. He stated that FDOT and certain companies are in talks on how the technology can be used for data collection. He stated that all of the cameras the city uses are from Iteris, Inc. and noted that the company is developing new technology and working with FDOT on an approved product list "APL". He explained that the camera at the signal will determine vehicle movement for each lane group which may require a lot of data use and fiber will assist with this effort. He stated that the city is in the process of testing and working on a wireless traffic initiative to convert all of the 27 signals owned by the city to wireless and noted that there is a lot of old technology that needs to be updated to accomplish this initiative. He stated that Orlando and Orange County have converted their signals to Intelight and the city will need to convert its signals to the same technology in order for all of the signals to communicate with each other.

Discussion followed on wireless signalization for autonomous vehicles and triggering signals, fiber for data processing and analytics and signal controller technology options. Additional discussion was held on the processes needed to convert all city signals to be wireless and compatible with FDOT and adjacent municipalities.

Mrs. Zurek stated that she recently finished a survey project with the Chamber of Commerce that asked the community what the biggest issues are in the city. She stated that traffic is the survey indicated traffic as the number one issue. She asked what the city knows about where the traffic issues are and what plans there are for mitigation. Mr. Lim explained that traffic mitigation is part of the Transportation Master Plan. He discussed limitations due to the city's geographical location and explained that the city is trying to optimize signals to get traffic moving as quickly as possible while maintaining safety for bike/ped traffic. In-depth discussion

followed on how much of the issue the city can control, working with another municipality/county with an established TMC, ways to influence FDOT to better job at managing traffic volumes, department technology needs, and signal outage incidents.

Mr. Lim noted that the city has a maintenance agreement FDOT to maintain its 47 signals throughout the year and the city is reimbursed at the end of the year. He explained that the wireless system maintenance is contracted and the city signals are maintained in house. Mr. Naylor suggested exploring if there is a way the city can leverage off of FDOT's pricing for equipment so the city can move forward with its upgrades by way of maintenance action. Discussion ensued maintenance of FDOT signals in the city, fiber and wireless in residential areas for transportation, where coordinated signals might be needed and the impact to side streets, process to convert hardwired controllers to wireless and cut-through traffic deflections.

Discussion followed on budget allocations including capital improvement funds for signal upgrades, potential ARPA funds for transportation studies and traffic calming, future public transportation solutions and cameras for car/ped/bike traffic versus cameras for Fire/Police use.

Action Items

None

Board Comments

None.

Adjournment

The meeting adjourned at 10:24 a.m.

The next committee meeting will be held Thursday, May 5, 2022 at 9:00 a.m.

Minutes approved the board on 05/19/2022

/s/ Recording Secretary Kim Breland