JOHNSON CITY REGIONAL ITS ARCHITECTURE AND DEPLOYMENT PLAN STAKEHOLDER REVIEW WORKSHOP MINUTES

MEETING DATE: February 10, 2022

MEETING TIME: 10:00 AM – Noon Eastern Time

MEETING LOCATION: Virtual Teleconference

ATTENDEES:

- Billy Harrell, Carter County EMA
- Matthew Balogh, City of Elizabethton
- Tyler Morris, City of Johnson City
- Anthony Todd, City of Johnson City
- Chase Milner, First Tennessee Development District
- Glenn Berry, Johnson City MTPO
- Mary Butler, Johnson City MTPO
- Jeff Rawles, Johnson City Transit

- Murad Al Qurishee, TDOT
- Michael Dick, TDOT
- Jason Farmer, TDOT
- Said El Said, TDOT
- Ronda Sawyer, TDOT
- Tom Fowler, Kimley-Horn and Associates
- Dan Malsom, Kimley-Horn and Associates
- Terrance Hill, Kimley-Horn and Associates
- Kate Stankiewicz, Kimley-Horn and Associates

SUBJECT: Johnson City Regional ITS Architecture Update – Stakeholder Review Workshop

INTRODUCTIONS

The Stakeholder Review Workshop for the update of the Johnson City Regional Intelligent Transportation System (ITS) Architecture and Deployment Plan was held on Thursday, February 10, 2022. The purpose of the workshop was to solicit input from stakeholders on the service packages and ITS projects included in the draft update of the Johnson City Regional ITS Architecture and Deployment Plan. The purpose of a regional ITS architecture update is to provide a vision and framework for the implementation and operation of ITS in the region as technologies, infrastructure, population, and land uses evolve. A regional ITS architecture update is also necessary in order to meet the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) ITS architecture conformity requirements for any ITS projects in the region that use federal transportation funds. Although updating the regional ITS architecture does not guarantee funding for the Region, it does allow the Region to be eligible for federal funding of ITS projects.

The workshop began with Glenn Berry of the Johnson City Metropolitan Planning Organization (MTPO) welcoming everyone and thanking stakeholders for their participation in the update. The consultant team from Kimley-Horn consisting of Tom Fowler, Terrance Hill, Dan Malsom, and Kate Stankiewicz also introduced themselves. Kimley-Horn has been assisting the MTPO and the Tennessee Department of Transportation (TDOT) with the update of the plan. Everyone in attendance introduced themselves in the meeting chat and identified the agency or organization they were representing.

PROJECT OVERVIEW PRESENTATION

Tom Fowler gave a presentation on the Johnson City Regional ITS Architecture and Deployment Plan Update project. The presentation included an overview of ITS, including a discussion of ITS benefits and applications that are considered in the Johnson City plan. Following the overview, Tom Fowler led a discussion on the Regional ITS Architecture Update process. The discussion included the regional ITS needs, applicable ITS service packages, and existing and planned ITS projects identified in the draft update of the Johnson City Regional ITS Architecture and Deployment Plan. Tom Fowler also discussed the importance of ITS project conformity, the systems engineering analysis (SEA) process, and how to maintain the Regional ITS Architecture.

STAKHEOLDER DISCUSSIONS

Representatives from the stakeholder organizations provided feedback on the service packages and planned ITS projects identified in the presentation. Topics and notes from the discussion are listed below. The Stakeholder Review Workshop discussion will assist the project team in completing a draft of the update for the Regional ITS Architecture and Deployment Plan prior to sending the document out for official review.

- The freeway safety service patrol program currently being piloted along I-26 is referred to as the Rural Assist truck program rather than HELP. The Rural Assist trucks are similar to the HELP vehicles, operating during the morning and evening rush hours to help with quickly clearing incidents by supplying fuel and flat tire replacements, as well as protecting queues. However, these Rural Assist trucks do not carry as much equipment as the HELP Trucks and the drivers have less extensive response training.
- The Rural Assist trucks operating along I-26 are currently considered a pilot program. The trucks have been successful so far, however the initial pilot deployment occurred during the Covid-19 pandemic when traffic was lighter. As traffic increases to normal levels, TDOT plans to discuss making the Rural Assist trucks permanent along I-26 and expanding their coverage into the Tri Cities and other areas across Tennessee.
- The City of Elizabethton mentioned that the City has not discussed CCTV camera feed sharing with TDOT and probably does not have a use for accessing the cameras along I-26. Once the City of Elizabethton has an established TMC and deployed cameras along its main corridor, the City would be open to sharing access to those cameras.
- TDOT shared that a consultant is currently working on the deployment of ITS infrastructure, such as CCTV cameras and dynamic message signs (DMS), along I-81 from south of the I-26 interchange to about three miles into Virginia.
- In the past the City of Johnson City has had discussions with Washington County about sharing access to the City of Johnson City CCTV cameras. The level of connectivity is the factor limiting the accessibility of the camera feeds. The City of Johnson City said that it has improved its connectivity recently, but the cameras are still not fully connected in order to share access with Washington County. The City of Johnson City needs to expand its fiber network or find another way to share the camera feeds that does not lead to security issues.
- The City of Elizabethton noted that the need for updates to the emergency preemption deployments in the City was not included in the ITS projects table. The existing equipment is outdated, so the City of Elizabethton is looking into other technologies. The updates are likely several years away and should be shown as a long-term ITS project for the City in the Regional ITS Architecture and Deployment Plan.
- The City of Johnson City mentioned that it currently provides traffic signal data to a company that sends the data to vehicles that are subscribed to the service. The City is working on putting together information that logs local traffic count data similar to how TDOT does. The City of Johnson City is considering making that data available to the public through a website.
- Rather than updating the Johnson City Regional ITS Architecture and Deployment every four years in coordination with the update of the Metropolitan Transportation Plan, the plan will be reviewed on a regular basis and updated as needed. Reasons for updating the plan will include major changes to ITS deployments in the Region or significant changes in the National ITS Architecture that make establishing conformity difficult.

CONCLUDING COMMENTS AND NEXT STEPS

Glenn Berry and Tom Fowler thanked everyone for their participation. The project team plans to send out the draft document of the update of the Johnson City Regional ITS Architecture and Deployment Plan once

the input from the Stakeholder Review Workshop has been incorporated. Stakeholders were encouraged to review the draft document and contact any of the project team members if they have any questions or if they would like to provide comments on the ITS needs, planned ITS projects, ITS service packages, and any of the service package flow diagrams.

Once the project team receives comments from the stakeholders, the Johnson City Regional ITS Architecture and Deployment Plan will be finalized and sent to FHWA and TDOT to request the Ready for Use Letter. The project website, interactive architecture, and update of the Johnson City Regional ITS Architecture and Deployment Plan will then be published.