CHATTANOOGA REGIONAL ITS ARCHITECTURE UPDATE WORKSHOP MINUTES

MEETING DATE: October 13, 2009

MEETING TIME: 9:00 AM

MEETING LOCATION: Chattanooga Development Resource Center, Chattanooga, TN

ATTENDEES:

Holly Crittenden, Tennessee Department of Transportation (TDOT) Region 2
Dawn Ford, Chattanooga-Hamilton County Health Department
Patrick Hall, Chattanooga-Hamilton County Regional Planning Agency (RPA)
Joe Hamby, Georgia Department of Public Safety
Lokesh Hebbani, Federal Highway Administration (FHWA) Georgia Division
David Kenemer, Northwest Georgia Regional Commission
Annie Powell, Chattanooga Regional Transportation Authority (CARTA)
Mike Presley, TDOT
Melissa Taylor, Chattanooga-Hamilton County RPA
Tommy Trotter, City of Chattanooga
Bob Van Horn, TDOT Region 2
John Van Winkle, City of Chattanooga
John Benditz, Kimley-Horn and Associates
Tom Fowler, Kimley-Horn and Associates
Amy Lewis, Kimley-Horn and Associates

SUBJECT: Chattanooga Regional ITS Architecture Update – Project Kick-Off Workshop

Introductions

Melissa Taylor of the Chattanooga-Hamilton County RPA welcomed everyone and thanked the stakeholders for their participation in the update of the Chattanooga Regional Intelligent Transportation System (ITS) Architecture. Melissa also introduced Tom Fowler, the consultant project manager, who then introduced the other Kimley-Horn team members present at the workshop. Everyone in attendance introduced themselves and identified the agency or organization they were representing.

Project Overview Presentation

Tom Fowler gave a presentation on the Chattanooga Regional ITS Architecture Update project. The presentation included an overview of ITS, explanation of an ITS Architecture, and a description of the steps that will be used to update the Regional ITS Architecture. Tom noted that in addition to the Kick-off Workshop there will be two other workshops held over the next five months, each with a different purpose, to gather stakeholder input to update the Chattanooga Regional ITS Architecture. Once it is updated, the Regional ITS Architecture should provide a vision and framework for the implementation and operation of ITS in the region over the next 20 years. The Regional ITS Architecture is also necessary in order to meet the FHWA and Federal Transit Administration (FTA) ITS Architecture conformity requirements for any ITS project 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 geographic boundaries of the architecture were defined as the boundaries of the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO). Connections that need to occur with other agencies outside of the geographic boundaries were mentioned as well. An example given was the need for the sharing of information between the TDOT SmartWay Traffic Management Centers (TMCs) in Knoxville and Nashville as well as the Georgia Department of Transportation (GDOT) TMC in Atlanta.

A list of stakeholder agencies that were invited to participate in the process was also presented. Tom asked the stakeholders to let him know if there were any missing stakeholders from the list. Tom also encouraged everyone to extend an invitation to anyone else within their own agency that they thought might be interested in participating.

ITS Inventory and Needs

John Benditz and Amy Lewis led a discussion on the ITS inventory for the Chattanooga Area. Stakeholders were asked to identify existing and planned ITS inventory elements. A summary of all ITS inventory items and agency specific needs identified is included in the series of tables that follow. The inventory will assist the project team in preparing a rough draft of the Regional ITS Architecture for the next workshop.

Projects were categorized as Existing, Planned/Funded, or Future Need. Existing projects included those currently deployed or projects that are funded and are expected to be fully deployed within the first half of 2010. Planned/Funded projects include any projects that are planned and have funding identified. Future Needs are any project with no funding identified but the stakeholder felt were needed in the Region.

Traffic Management and Traveler Information Services

Agency	Transportation Management Center (TMC) or Traffic Operations Center (TOC)	Coordinated/ Closed Loop Signal System	Video Detection for Signal Operations	Other Detection	CCTV Cameras	Dynamic Message Signs (DMS)	Highway Advisory Radio (HAR)	Data Sharing Between Traffic Mgmt Agencies	Data Sharing with Media	Real Time Information Website	Telephone Traveler Information	Kiosks	Data Archiving
TDOT	E			E	E	E	E	P (City of Chattanooga)	E	E	E	E	E
City of Chattanooga	P	E	E	P	N	N		P (TDOT)					
GDOT	E (Atlanta)					E				E	E		

E = Existing, P=Planned/Funded, N=Future Need

Emergency Management Services

Agency	Centralized Dispatch Center	Computer Aided Dispatch (CAD)	Automated Vehicle Location (AVL)	Mobile Data Terminals (MDTs)	Emergency Vehicle Signal Preemption	Data Sharing with Traffic Management	Emergency Operations Center	Data Sharing Between EOC and Traffic Management	Data Archiving
TDOT HELP Service Patrol	E (TMC)	P	P						E
Tennessee Highway Patrol (THP)	E	E	E	P		E (TDOT SmartWay Information System) P (TDOT)			E
Georgia Department of Public Safety	E	E	E						
City of Chattanooga					E (FD)				
Hamilton County E911	E	E				P (TDOT) N (City of Chattanooga)			

E = Existing, P=Planned/Funded, N=Future Need

Maintenance and Construction Management Services

Agency	Portable DMS	Portable CCTV	Portable HAR	Road Weather Information Systems (RWIS)	Fog Detection and Warning System	CAD	AVL
TDOT	E	N	E	E	E		
City of Chattanooga						E	E
THP					Backup operations for TDOT system		

E = Existing, P=Planned/Funded, N=Future Need

Public Transportation Services

Agency	CA D	AVL	MDTs	Automated Passenger Counters	Electronic Fare Collection	Real Time Information	Transit Signal Priority	On-Board Video Surveillance	Maintenance Management System	Data Archiving
Chattanooga Regional Transportation Authority (CARTA) Fixed Route	E	E	E	E	E	E (Website and DMS at 8 stops)	E (Driver controlled, not in use currently)	P (Will have ability to transmit)	E	E
CARTA Paratransit	E	E	E							

E = Existing, P=Planned/Funded, N=Future Need

Tom led a discussion on the Region's ITS needs. The following general regional needs were identified:

- Signal system upgrades including expansion of the communications network and system detection capabilities;
- Signal system timing optimization;
- Coordination of signal timing between the City of Chattanooga and adjacent Cities including Rossville Georgia, Red Bank and Signal Mountain;
- Advance planning for alternate signal timing plans and DMS messages that can be implemented during incidents, detours, or special events;
- Coordination with TDOT to get pan-tilt-zoom control of CCTV cameras at the City of Chattanooga TMC; and
- Coordinated regional transit dispatch accessible through one telephone number.

Concluding Comments and Next Steps

Tom thanked everyone for their participation. He encouraged the ITS stakeholders to contact any of the project team members if they had any questions or if they would like to add additional items to the ITS inventory or needs. He also asked the stakeholders to contact any of the project team members if they would like for the project team to extend an invitation to participate to any other agencies or individuals not currently included in the list of stakeholders.

The next workshop will be held in December and the focus will be to work with stakeholders to select the desired ITS services for the Chattanooga Area and identify what types of information need to be exchanged between agencies. The workshop will be broken out into three smaller sessions over a two day period with one focused on traffic management and traveler information, one on incident management, and one on transit. An invitation will be sent to all stakeholders and everyone is encouraged to attend as many of the workshops as possible.