

JOHNSON CITY REGIONAL ITS ARCHITECTURE UPDATE REVIEW MEETING MINUTES

MEETING DATE: March 12, 2015

MEETING TIME: 9:00 AM – 10:30 AM

MEETING LOCATION: Johnson City Transit Training Center

ATTENDEES:

- Glenn Berry, Johnson City Metropolitan Transportation Planning Organization (MTPO)
- Mark Best, Tennessee Department of Transportation (TDOT)
- Mary Butler, Johnson City MTPO
- Chris Craig, First Tennessee Development District
- Wendi Davis Johnson City Transit
- Jeff Rawles, Johnson City Transit
- Mark Stidham, City of Johnson City
- Anthony Todd, City of Johnson City
- Nick Weander, TDOT
- Preston Elliot, RPM
- Kayla Ferguson, RPM
- Tom Fowler, Kimley-Horn
- Terrance Hill, Kimley-Horn

SUBJECT: Johnson City Regional ITS Architecture Update – Review Workshop

INTRODUCTIONS

The Planning Coordinator of the Johnson City Metropolitan Transportation Planning Organization (MTPO), Glenn Berry, welcomed everyone and thanked the stakeholders for their participation in the update of the Johnson City Regional Intelligent Transportation System (ITS) Architecture. He also introduced the consultant team managing the update of the Regional ITS Architecture.

PROJECT OVERVIEW PRESENTATION

Tom Fowler and Terrance Hill presented on the progress of the update to the Johnson City Regional ITS Architecture and Deployment Plan. Tom briefly introduced key sections of the document and described their purpose. The first draft of the Regional ITS Architecture document was made available on January 30, 2015, and stakeholders were notified that they could access the document from the website below. All stakeholders were encouraged by Tom to review the document and submit any questions or comments to either himself, Glenn Berry or Terrance Hill.

<http://www.kimley-horn.com/projects/tennesseeITSarchitecture/johnsoncity.html>

Tom also reviewed certain ITS service package diagrams that were customized for the Johnson City Region based on the service package diagrams that are provided in the National ITS Architecture. These service packages outline how stakeholders use ITS to collect data and how that data or information is shared among stakeholders through ITS.

Terrance led a discussion on the regional prioritization of ITS service packages, in addition to highlighting key high priority service packages. The stakeholders were urged to comment on whether or not new or existing service packages should be categorized as high, medium, or low priority. Terrance also reviewed all the projects that were listed in the Regional ITS Deployment Plan. These projects were developed through both individual stakeholder interviews as well as from input gathered during the Kick-off Workshop. Stakeholders in attendance were asked to clarify any information associated with the projects in the Regional ITS Deployment Plan. Additionally, existing and needed interagency agreements were discussed.

Finally, Tom reviewed the importance of systems engineering and how it relates to the Regional ITS Architecture Maintenance Form. Systems engineering is an approach that is required by the USDOT for ITS projects, and the process includes demonstrating conformance to the Regional ITS Architecture. FHWA's Tennessee Division also requires a systems engineering analysis be performed for ITS projects unless a project is categorically excluded. Tom noted which sections within the Regional ITS Architecture can assist with performing a systems engineering analysis. The Regional ITS Architecture Maintenance Form can be used to document any changes that need to be made to the 2015 Johnson City Regional ITS Architecture and is kept on file by the Johnson City MTPO.

The following includes specific comments voiced by stakeholders during the workshop:

- Jeff Rawles clarified that the information that Johnson City Transit provides private sector traveler information services like Google is all static information. Real-time bus information can be obtained from Johnson City Transit's website or through texting on mobile phones.
- Glenn asked if the TDOT Traffic Operations Division would consider assisting small cities with traffic signal timing and coordination. Mark Best said it is something that has been discussed within TDOT, but there are no specific plans to do so at the moment. Preston Elliot noted that TDOT will partner with cities for many different projects, including signal design but he was not aware of any TDOT projects that would retime signals
- TDOT is currently working with local emergency management agencies (EMA) and first responders to obtain signed agreements regarding the SmartView software, which will allow local agencies to view live TDOT CCTV cameras feeds. SmartView provides additional functionality that is unavailable to the public on the SmartWay website. Additionally, local agencies will be able to share their own CCTV camera feeds with TDOT. EMAs and cities can also designate what other agencies will have access to their cameras through SmartView.
- Funding has been identified for the Johnson City Transit scheduling project for paratransit vehicles. The expected cost is between \$85,000 and \$100,000.
- Johnson City Transit does not have a mobile phone application, but they do have mobile phone version of their website.
- Anthony Todd mentioned that the local media has expressed interest in viewing live feeds from the Johnson City CCTV cameras.
- Coordination with Kingsport and Bristol regarding ITS deployments may occur in the future, but there is no current need. In the interim, any TDOT ITS deployments along I-26 and I-81 will be sufficient.
- The Johnson City Street Division can view CCTV camera images from the Johnson City TOC, but they do not have the ability to pan, tilt, or zoom in and out.
- It was suggested that the stakeholders in the Region meet once a year to discuss any changes for the architecture, which will aid in determining when a full update of the architecture should be completed.

CONCLUDING COMMENTS AND NEXT STEPS

Tom Fowler thanked everyone for their participation. Stakeholders were encouraged to contact any of the project team members if they had any additional questions or comments. Contact information is included below:

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