# LAKEWAY REGIONAL ITS ARCHITECTURE AND DEPLOYMENT PLAN UPDATE WORKSHOP MINUTES

**MEETING DATE:**    January 25, 2017

**MEETING TIME:**    10:00 AM – 12:00 Noon

**MEETING LOCATION:** Morristown Chamber of Commerce Board Room, Morristown, TN

**ATTENDEES:**

- Chris Bell, Morristown-Hamblen Emergency Management Office
- Mark Best, TDOT
- Paul E. Brown, City of Morristown
- Rich DesGroseilliers, Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO)
- Ralph "Buddy" Fielder, City of Morristown
- Glenna Howington, Citizen Tribune
- Sgt. Eddie Ingram, Hamblen County
- Robert Lawton, Cumberland Gap Tunnel Authority (CGTA)

- Capt. Hugh Moore Jr., Hamblen County
- Steve Neilson, City of Morristown
- Rashad Pinckney, TDOT
- Michael Poteet, City of Morristown
- Joe Roach, TDOT
- Joe Sargent, Walters State Community College
- Carl Storms, Morristown Chamber of Commerce
- Chris Wisecarver, City of Morristown
- Tom Fowler, Kimley-Horn and Associates
- Terrance Hill, Kimley-Horn and Associates

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

## INTRODUCTIONS

The Lakeway Regional ITS Architecture and Deployment Plan workshop was held on Wednesday, January 25, 2017.  The purpose of the workshop was to solicit input from stakeholders to assist the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) with the update of the Lakeway 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.  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 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 Rich DesGroseilliers of LAMTPO welcoming everyone and thanking stakeholders for their participation in the update.  Rich also introduced Tom Fowler and Terrance Hill from Kimley-Horn. Kimley-Horn will be assisting LAMTPO with the update of the plan. Everyone in attendance introduced themselves and identified the agency or organization they were representing.

## PROJECT OVERVIEW PRESENTATION

Tom Fowler and Terrance Hill gave a presentation on the Lakeway Regional ITS Architecture Update project.  The presentation included an overview of ITS, including a discussion of ITS benefits and applications, and a discussion of regional ITS architecture plans and current trends. Following the overview, Tom Fowler led a discussion on the regional ITS architecture update process. The discussion included soliciting input from attendees regarding regional ITS needs, existing and planned ITS projects, interagency connections that might be considered in the update, and additional stakeholders to include in the process.

In addition to the Kick-off Workshop, there will be a series of individual stakeholder interviews conducted following the workshop to develop a more detailed picture of what changes have been made since the last update, determine what future plans each agency has, and identify any ITS needs. Once the interviews have been completed, a draft Regional ITS Architecture and Deployment Plan report will be developed. A second workshop will be scheduled for March 2017 will allow stakeholders the opportunity to comment on the document before it is finalized.

A list of stakeholder agencies that were invited to participate in the process was also presented. Tom Fowler encouraged everyone to extend an invitation to anyone else within their own agency that they thought might be interested in participating.

## STAKHEOLDER DISCUSSIONS

Representatives from the stakeholder organizations present at the workshop shared knowledge of planned and existing projects and identified ITS needs for the Region. Topics and notes from the discussion are listed below, and they will assist the project team in preparing a draft of the Regional ITS Architecture and Deployment Plan update prior to the next workshop.

- The Cumberland Gap Tunnel Authority (CGTA) has two dynamic message signs (DMS) along I-81. The signs were erected in 2005, and in 2011 they were updated to have cellular communications. CGTA would like to upgrade to fiber connections. CGTA also operates DMS along I-75, and they notify the TMC if they need to access the sign or cameras.
- The project team will add the Cumberland Gap tunnel as part of the regional boundaries.
- It was noted that Jefferson County is in the East Tennessee South Rural Planning Organization (RPO) and Hamblen is in the East Tennessee North RPO.
- It was noted that Carson Newman University should be included as an additional project stakeholder.
- Joe Roach with TDOT Long Range Planning asked about adding additional closed circuit television (CCTV) cameras, and the City of Morristown may be interested in the project. Mark Best with TDOT Region 1 noted that Johnson City is a good example of a smaller city that has deployed additional cameras.
- Walters State Community College asked about the availability of grants for video, as it is expensive to get infrastructure to deploy and record video.
- TDOT's newly deployed projects were discussed:
  - o Cameras were added to the I-81/I-40 interchange.
  - o There is a DMS on I-40 eastbound at the Dandridge exit. highway advisory radio (HAR) is also available at this location.
  - o HAR is available at the Greenville exit, I-40 mile marker 23 at US Highway 11E.
  - o As CGTA mentioned, DMS is now used on I-81 near the tunnel.
  - o HELP Trucks currently do not go into the Lakeway Region unless there is a major incident in the area.
  - o Protect the Queue vehicles go out as needed to the various Districts.
  - o No additional ITS infrastructure is planned right now.
- The City of Morristown's newly deployed projects and ITS needs were discussed:
  - o The signal system has been updated on US 11E. Staff has seen a significant improvement in traffic flow on these routes. Staff did get some complaints initially from the public about delays on side streets, but that feedback was expected.
  - o The City wants to add advanced signal capabilities to a north-south route such as SR 343.
  - o The City wants to transition to radar detection at signals instead of loop and video detection.
  - o The City currently has a fiber network deployed on all of the corridors above.
  - o As the system grows, the City wants to coordinate better with emergency management. The City would also like to be notified when I-81 or I-40 will be closed, as traffic is going to be diverted into the area when this happens.

- o The idea was discussed to coordinate signals from Jefferson City and Morristown. Signals between the cities are about two miles apart, but they may not need to be coordinated.
- o Stakeholders noted that issues on I-81, US 25, US 11E, or US 11W that require diversion of traffic have a big effect on traffic in Morristown. Some trucks bypass I-81 and don't see DMS messages that are on I-81. Trucks will bypass to skip scales on I-81, and there may also be other reasons that trucks bypass.
- o Icing of roads has been a concern in the past.
- o Vehicles cannot travel on US 25E through the Cumberland Gap Tunnel if they are carrying Class 1 HAZMAT loads. Stakeholders would like a way to reach out to CVO dispatchers to let them know conditions on US 25E and the load limitations. There is a need to reroute traffic onto local roads.
- o SR 66 is currently under construction. If an incident happens on I-81, diverted travelers need to be notified that this road is closed.
- o Stakeholders did not identify a need for HAWK signals or rectangular rapid flashing beacons.
- o There are advanced closure signs for vehicles turning towards railroad tracks in the City.
- o I-81 Exit 12 will stay iced longer than the other sections of Interstate. Stakeholders would like to be able to monitor this intersection and maybe provided advanced warning to drivers.
- o The SR 160 and US 25E interchange will also remain iced long after other sections dry.
- o Tennessee Highway Patrol and the Hamblen County Sheriff should direct traffic when the Interstate is closed. Local TDOT will try to get signage in place as soon as possible, but signs are limited in terms of the amount of information they can convey. TDOT has response plans, and the City has copies of these. Stakeholders said the plans are good and the portable DMS units are good, but once vehicles get away from freeway they do not know where to go and wander around Morristown.
- o Hamblen County Sheriff and traffic operations personnel would like to have better coordination. Terrance Hill mentioned TDOT/THP coordination as an example. The Sheriff would appreciate any additional information that the office can get from TDOT.
- o Traveler information in general may be the biggest need for the region. Commercial vehicle operators and the public need to know road conditions and where to go during traffic incidents and severe weather.
- Walters State Community College related deployment projects were discussed:
  - o The I-25 interchange in front of college and the improvements of interchange on I-81 near the expo center have helped quite a bit. Access and signage from campus to the other side of I-25 may be needed as the campus expands on the other side of I-25 near Walmart. Stakeholders were not sure of the exact expansion plan, but they expect increased traffic going back and forth between the main campus and the expanded campus on the other side of I-25.
  - o CGTA noted that they have found there is always a need for more cameras to monitor conditions. This is something Walters State may need to consider.

## CONCLUDING COMMENTS AND NEXT STEPS

Rich DesGroseilliers and Tom Fowler thanked everyone for their participation. Stakeholders were encouraged 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. Stakeholders should also contact Rich DesGroseilliers (richd@mymorristown.com, 423-581-6277) or Tom Fowler (thomas.fowler@kimley-horn.com, 512-418-4535) if they would like for the project team to extend an invitation to any other agencies or individuals not currently included in the list of stakeholders.