

LAKEWAY REGIONAL ITS ARCHITECTURE UPDATE REVIEW MEETING MINUTES

MEETING DATE: March 28, 2017

MEETING TIME: 1:00 PM – 3:00 PM

MEETING LOCATION: Morristown Chamber of Commerce Board Room, Morristown, Tennessee

ATTENDEES:

- Mark Best, Tennessee Department of Transportation (TDOT)
- Michelle Christian, TDOT
- Rich DesGroseilliers, Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO)
- Preston Elliott, RPM Transportation
- Kayla Ferguson, RPM Transportation
- Eric Flora, TDOT
- Glenna Howington, Citizen Tribune
- Trey Joiner, TDOT
- Robert Lawton, Tunnel Management Inc.
- Khuzaima Mahdi, TDOT
- Robert Morrison, Tunnel Management Inc.
- Rashad Pinckney, TDOT
- Mike Poteet, City of Morristown
- Joe Roach, TDOT
- Travis Surber, Walters State Campus Police
- Terrance Hill, Kimley-Horn
- Tom Fowler, Kimley-Horn
- Dan Malsom, Kimley-Horn

SUBJECT: Lakeway Regional ITS Architecture Update – Stakeholder Review Workshop

INTRODUCTIONS

The purpose of the workshop was to review the draft Lakeway Regional Intelligent Transportation System (ITS) Architecture and Deployment Plan and to obtain input from stakeholders to assist with the preparation of the final draft of the document. The purpose of a regional ITS architecture update is to provide a vision and framework for the implementation and operation of ITS in a region as technologies, infrastructure, population, and land uses evolve. A regional ITS architecture is also necessary in order to meet the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) ITS Architecture conformity requirements for any regional ITS projects that use federal transportation funds. Although updating the Regional ITS Architecture does not guarantee funding for a region, it does allow a region to be eligible for federal funding of ITS projects.

Rich DesGroseilliers of LAMTPO welcomed everyone to the meeting and introduced Tom Fowler. Tom thanked stakeholders for their participation in the update of the Lakeway Regional ITS Architecture. Everyone in attendance then introduced themselves and identified the agency that they represented.

PROJECT OVERVIEW PRESENTATION

Terrance and Tom presented on the progress of the update to the Lakeway 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 to stakeholders for review on March 21, 2017, and stakeholders were notified that they could access the document from the website below. All stakeholders were encouraged to review the document and submit questions or comments to either Terrance or Tom by April 5, 2017.

<http://www.kimley-horn.com/projects/tennesseeITSArchitecture/lakeway.html>

Tom summarized key changes to the draft document compared to the previous version published in 2008 and led a discussion of those changes with stakeholders. The discussion included gathering comments from stakeholders regarding the draft document and working with the attendees to prioritize the new service packages included in the draft document.

Terrance then led a discussion of existing and planned ITS projects in the region. Stakeholders had the opportunity to ask questions and provide updated information on projects included in the draft document. Details of this discussion are outlined below.

Following the project discussion, Tom discussed with stakeholders the logistics for proper use and maintenance of the Lakeway Regional ITS Architecture and Deployment Plan. Tom presented on planning for operations outlined in the draft document, discussed systems engineering analyses (SEA) and how they relate to ITS architecture, reviewed conformance to the architecture that a project would need to demonstrate in order to be eligible for federal funding, and outlined the timeframe for future updates to the Lakeway Regional ITS Architecture and Deployment Plan.

STAKEHOLDER DISCUSSION

As noted, Terrance led a discussion to identify any new projects that have been deployed or planned in the Region since the completion of the Lakeway Regional ITS Architecture in 2009. The following is a summary of ITS deployments and projects identified by the stakeholders in attendance at the workshop:

City of Morristown

- The City of Morristown discussed the status of their existing traffic signal network. Currently, the majority of the 60 signalized intersections that the City maintains are equipped with CCTV cameras that are viewable from the City of Morristown traffic operations center (TOC). The TOC can also monitor the status of and control most of the City's traffic signals. All traffic signals along the US 11E-Andrew Johnson Highway corridor are currently CCTV camera equipped and under TOC control. Next, the City wants to upgrade all signals along the State Route (SR) 343 corridor so that they can also be controlled and monitored from the City's TOC.
- Signals maintained by the City currently use a variety of vehicle detection systems. The City would like to upgrade all detection systems at traffic signals to radar detection.
- The City plans to eventually relocate its public works department, but details of this relocation have not yet been finalized.

- The City noted several locations along SR 343 on the south side of town that will occasionally flood. The City does not have any flood detection systems currently implemented. The City noted a desire to eventually implement flood detection in these locations but noted that the project was considered a lower priority than the City's planned traffic signal upgrades.
- The City noted a desire to post traffic conditions and incident information more easily to the City website.
- The City has already incorporated Opticom signal preemption capabilities into newer traffic signals in the City's traffic signal system. The City plans to incorporate this technology into the remainder of the City-maintained traffic signals in the future.
- The possibility of developing a back-up TOC based out of a Hamblen County operations center was discussed as a potential option for the City. The City noted that this back-up TOC was not a priority, and stakeholders noted that Hamblen County does not maintain any traffic signals. As a result, the county does not have any traffic signal management infrastructure currently in place. Stakeholders determined that the project for developing and implementing a back-up TOC should be removed from the deployment plan.

TDOT

- TDOT does not have any existing deployments within the LAMTPO planning area.
- TDOT does not typically deploy HELP freeway service patrol vehicles on roads within the LAMTPO planning area.
- TDOT stakeholders asked whether pedestrian improvements fall into the scope of a Regional ITS Architecture. Terrance explained that pedestrian access improvements will likely be a part of traffic signal upgrades that are included in the deployment plan but noted that pedestrian improvements are not currently included as a part of any other ITS project descriptions for the Lakeway region.
- TDOT noted that within TDOT Region 1, the cities of Knoxville and Farragut to the south are currently working together under a corridor management agreement that was developed as part of a CMAQ application. TDOT noted that a similar agreement could be developed for road corridors that connect the cities of Morristown and Jefferson City if the LAMTPO region deemed that such coordination would be beneficial.

Other Comments

- The Cumberland Gap Tunnel Management Authority and Tunnel Management Inc. currently maintain two Daktronics dynamic message signs (DMS). These two signs are controlled via a cellular network and each sign is equipped with a CCTV camera that can be controlled by Cumberland Gap TOC staff. One camera is older and is controlled over a VIP X1 web server, while the second IP camera was installed about one year ago. Both DMS are located along Interstate 81 – one at MM 3.5 and another at MM 13.5. Staff noted that the tunnel's reliance on cellular communications to operate and maintain the DMS units is a major bottleneck, and that the implementation of a fiber network to these units would allow for a major improvement in ease of control.
- Stakeholders asked whether the architecture considered the possibility of using DMS units to inform drivers of alternate routes in the case of a major traffic incident. This capability will be added to the City of Morristown DMS project description in the deployment plan.

CONCLUDING COMMENTS AND NEXT STEPS

Terrance and Tom thanked everyone for their participation and encouraged stakeholders to review the draft document (particularly projects in the deployment plan and service package diagrams in Appendix B related to the stakeholder’s agency) and provide comments by **April 5, 2017**. Stakeholders were also encouraged to contact any of the project team members if they had any questions. Contact information is included below:

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