N A S H V I L L E   A R E A   R E G I O N A L   I T S A R C H I T E C T U R E   U P D A T E W O R K S H O P   M I N U T E S

MEETING DATE: October 1, 2009

MEETING TIME: 1:00 PM

MEETING LOCATION: Nashville Public Library, Nashville, TN

ATTENDEES:

Max Baker, Nashville Area MPO
Carl Baughman, City of Franklin
Tom Brashear, Wilson County
Glen Chrisman, City of Murfreesboro PD
Jonathan Cleghon, Metro Nashville-Davidson County
Sue Connor, Franklin Transit
William Crook, City of Gallatin FD
Ali Farhangi, TDOT Region 3
Don Gedge, FHWA
Terry Gladden, TDOT
Luanne Grandinetti, TDOT
John Hall, TDOT
Ray Hallavant, TDOT Region 3
Jeff Jones, TDOT
Marlin Keel, City of Mt. Juliet
David King, Town of Smyrna

Duane Phillips, Metro Nashville-Davidson County
Mike Presley, TDOT
Kevin Rigsby, Town of Smyrna
Michael Skipper, Nashville Area MPO
Dowell Squier, Gresham Smith
Mike Thompson, Williamson County
Magi Tilton, City of Lebanon
Ed Turbyfill, Gresham Smith
Bill Vahldiek, Ctiy of Gallatin PD
Robert Weithofer, Metro Nashville-Davidson County
Andy Zimmerman, MTA
Tom Fowler, Kimley-Horn and Associates
Amy Lewis, Kimley-Horn and Associates
Jonathan Moore, Kimley-Horn and Associates
Chris Rhodes, Kimley-Horn and Associates

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

Introductions

Michael Skipper of the Nashville Area Metropolitan Planning Organization (MPO) welcomed everyone and thanked the stakeholders for their participation in the update of the Nashville Area Regional Intelligent Transportation System (ITS) Architecture. Michael 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 Nashville Area 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 three other workshops held over the next six months, each with a different purpose, to gather stakeholder input to update the Nashville Area 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 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 geographic boundaries of the architecture were defined as the boundaries of the Nashville Area MPO. 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 Tennessee Department of Transportation (TDOT) SmartWay Traffic Management Centers (TMCs) in Nashville and Memphis.

A list of stakeholder agencies that were invited to participate in the process was also presented. Tom asked the stakeholders to let him or the Nashville Area MPO 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

Chris Rhodes and Amy Lewis led a discussion on the ITS inventory for the Nashville 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	Data Archiving
TDOT	E			E	E	E	E	E (See below) N (Other TDOT)	E	E	E	E
Metro Nashville	P	E	E	P				E (TDOT)	P	P		
City of Brentwood								E (TDOT)				
City of Franklin	E				E			E (TDOT)		E		E
City of Gallatin		E	E									
City of Lebanon		E										
City of Mt. Juliet		E										
City of Murfreesboro	E	E						E (TDOT)				
City of Smyrna		E										
Williamson County		Isolated										
Wilson County		Isolated										

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	Reverse 911 System	Data Archiving
TDOT HELP Service Patrol	E (TMC)	P	P							E
THP	E	E	P	P		E (TSIS)				E
Nashville Emergency Communications Center	E	P	E	E	Testing	P	E	P	E	E
City of Franklin (PD and FD)	E P (Backup @ County)	E	E	E	E (FD)	E (PD)				E
City of Gallatin (PD and FD)	E		E (PD) P (FD)	E	E (FD)					E
City of Lebanon (PD and FD)	E	E	E	E	E		E			E
City of Mt. Juliet PD	E			E						E
City of Smyrna (PD and PD)	E	E		E	E		E			E
Sumner County EMS	E									E
WEMA Fire and EMS		E					E			E
Williamson County	E	E	E (Sheriff)	E	E			E		E
Wilson County PSAP	Uncentralized Dispatch	E	E							E

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

Maintenance and Construction Management Services

Agency	Portable DMS	Portable CCTV	Road Weather Information Systems (RWIS)	CAD	AVL
TDOT	E	P	E		
Metro Nashville	E		E N (Ice detection)		E
City of Gallatin	E				
City of Lebanon	E				
City of Smyrna	E				
Williamson County			E (Dispatch monitors)		

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

Public Transportation Services

Agency	Centralized Dispatch	AVL	MDTs	Automated Passenger Counters	Electronic Fare Collection	Real Time Information	On-Board Video Surveillance	On-Board Mayday Alarm	Transit Facility Surveillance	Data Archiving
MTA	E	E	E	E	E	E (kiosks)	E P (real time transmit)	E		E
Franklin Transit Authority	P	P				P (web and kiosks)		E	E	E
Mid-Cumberland Human Resource Agency	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:

▪ Information on incidents and closures on arterial roadways to include on the TDOT SmartWay 511 traveler information system;
▪ Centralized regional information resource – keep integration in mind when developing information systems so that they are compatible and coordinated whenever possible;
▪ Improved focus on local roads in statewide crash record database;
▪ Improved coordination with private service providers for navigation systems;
▪ Advance planning for alternate signal timing plans that can be implemented during incidents, detours, or special events;
▪ Improved coordination with the Tennessee Highway Patrol (THP) to get incident information;
▪ Improved emergency management coordination, especially along jurisdictional boundaries to speed incident response;
▪ Provide real time maintenance and construction management information to emergency management to support dispatch;
▪ Arterial DMS or alternate information dissemination more suitable for the urban environment; and
▪ Ability for emergency management to have access to CCTV camera feeds on MDTs.

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 Nashville Area and identify what types of information need to be exchanged between agencies. The workshop will be broken out into three smaller workshops over a two day period with one focused on traffic and travel management, 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.