NASHVILLE AREA REGIONAL ITS ARCHITECTURE UPDATE WORKSHOP MINUTES

MEETING DATE: March 3, 2010

MEETING TIME: 12:30 PM – 3:00 PM

MEETING LOCATION: Metro Southeast Building, Nashville, TN

ATTENDEES:

Max Baker, Nashville Area MPO
Jonathan Cleghon, Metro Nashville-Davidson County
Devin Doyle, Metro Nashville Public Works
Don Gedge, FHWA
Terry Gladden, TDOT Long Range Planning
Robert Greene, Metropolitan Transportation Authority
Ray Hallavant, TDOT Region 3
Tim Henderson, Nashville Fire
Frank Horne, TDOT Office of Incident Management
Eric Howell, Nashville Area MPO
Rob McElhaney, Metropolitan Transportation Authority
Mike Presley, TDOT Long Range Planning
Charles Scott, Nashville Fire
Diane Thorne, Franklin Transit Authority
Robert Weithofer, Metro Nashville-Davidson County
Tom Fowler, Kimley-Horn and Associates
Chris Rhodes, Kimley-Horn and Associates

SUBJECT: Nashville Area Regional ITS Architecture Update – ITS Deployment Plan Workshop

Introductions

Max Baker from 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. Everyone in attendance introduced themselves and identified the agency or organization they were representing.

Project Overview Presentation

Tom Fowler provided an overview of the project and updated everyone on the remaining steps. Tom noted that the workshop was the third of four workshops that will be held in the Nashville Area to update the Regional ITS Architecture and Deployment Plan. The Draft Regional ITS Architecture document has been posted on the project website at the address below:

http://www.kimley-horn.com/Projects/TennesseeITSArchitecture/nashville.html

A comment on the Draft Regional ITS Architecture regarding the inclusion of communication networks was discussed by the stakeholders. The comment that was submitted to Kimley-Horn had asked if the Regional ITS Architecture should include mention of a communication network that a city had implemented. Stakeholders recommended that the ITS Architecture remain focused only on functions (such as network surveillance or traveler information) and the data that needs to flow between agencies for those functions. The stakeholders recommended that the ITS Architecture not include the technologies or communications networks that are needed to accomplish the desired functions. This will allow the Nashville Area Regional ITS Architecture to remain technology neutral and is consistent with the National ITS Architecture.

Comments on the Draft Regional ITS Architecture were requested by March 31, 2010. Comments can be provided to Tom Fowler at Kimley-Horn or Max Baker at the Nashville Area MPO. A Draft Regional ITS Deployment Plan will be developed based on the input gathered in the March Workshop and will be available to stakeholders at the end of March.

ITS Market Package Prioritization

The Draft Regional ITS Architecture document that Kimley-Horn developed included a prioritization of the ITS market packages that were selected by stakeholders at the workshop in December 2009. Market packages represent the services or functions that ITS can provide, such as surface street control or transit vehicle tracking. Market packages were prioritized as high, medium, or low based on the level of activity existing or planned for the market package and the overall impact that the market package was expected to have on meeting regional needs. Tom led the stakeholders in a discussion at the workshop on the prioritization of the market packages that were initially suggested by Kimley-Horn in the Draft Regional ITS Architecture.

The following changes were made to the market package prioritization by the stakeholders:

ATMS18 – Reversible Lane Management: This market package was moved from low priority to medium priority due to existing and planned reversible lanes in the Region including Metro Nashville and Franklin.

APTS06 – Transit Fleet Management: This market package was moved from low priority to high priority. The Transit Fleet Management market package includes on-board diagnostics for buses which is currently being implemented on Metropolitan Transportation Authority (MTA) buses as part of their automated vehicle location (AVL) package.

APTS09 – Transit Signal Priority: This market package was moved from medium to high priority. Transit signal priority currently exists for the MTA and is planned for Franklin Transit. It was a high priority for both of these agencies.

The final prioritization of the 40 market packages that have been selected for the Nashville Area is included at the end of these minutes.

ITS Architecture Maintenance

The stakeholders in attendance discussed a process for updating and maintaining the Regional ITS Architecture. It was decided that the Nashville Area MPO would serve as the lead agency for maintaining and updating the Regional ITS Architecture. A form will be developed for use in documenting any changes that are requested to the Regional ITS Architecture for projects to show conformity and the MPO will keep those forms for use in the next ITS Architecture update. It was noted that ITS Architecture conformity is required by the Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) for any ITS projects that use federal funds or any projects that integrate into a project that was implemented using federal funds. For example, if an agency were implementing closed circuit television (CCTV) cameras using local funds but those cameras were going to be controlled by a traffic management center (TMC) that was constructed with federal funds, then the CCTV camera project would need to conform to the Regional ITS Architecture.

The stakeholders set a goal of updating the Regional ITS Architecture every four years in the year prior to the update of the Long Range Transportation Plan. The stakeholders also recommended that the MPO lead an annual review of the ITS Architecture with a stakeholder group similar to those that have been attending the ITS Architecture workshops. This would be an informal review of the plan to discuss any changes that have been recommended to the Regional ITS Architecture in order for an agency to show conformity. The Regional ITS Architecture review would also be an opportunity to familiarize any new stakeholders with the Regional ITS Architecture.

Draft ITS Project Discussion

Chris Rhodes led the group in a discussion of potential ITS projects to include in the Regional ITS Deployment Plan. The ITS Deployment Plan will identify a set of potential ITS projects related to traffic, transit, public safety, and emergency management needs. Projects were categorized by Tennessee Department of Transportation (TDOT), Municipal/County, Transit, and Nashville Area MPO projects. Individual cities were identified under the Municipal category based on input from stakeholders.

The projects that will be included in the ITS Deployment Plan will include the following information:

- Project name and description;
- Responsible agency;
- Probable cost (detail will vary by project depending on level of planning that has occurred…in some cases only a unit cost will be provided to guide future planning);
- Funding status;
- Deployment timeframe ; and
- Applicable market packages.

The MPO was in the process of completing a call for projects and were developing a list of all requested projects by TDOT, municipalities, and transit agencies in the Nashville Area. Max Baker said he would provide Kimley-Horn with a copy of the list once it was complete and Kimley-Horn will use this list in developing the Regional ITS Deployment Plan projects in addition to the projects that were discussed in the workshop.

In order to show ITS Architecture conformity it is not necessary to include a project in the ITS Deployment Plan. However, by including the project in the ITS Deployment Plan Kimley-Horn can check for ITS Architecture conformity and identify the applicable market packages. If a project does not conform to the Regional ITS Architecture it is relatively easy for Kimley-Horn to modify the Draft Regional ITS Architecture while it is still in draft format before the end of the project.

Concluding Comments and Next Steps

The following next steps were identified for the project:

End of March
- Draft Regional ITS Architecture comments due
- Draft Regional ITS Deployment available for review

Mid April
- Draft Regional ITS Deployment Plan comments due

May
- Final Draft Regional ITS Architecture and Regional ITS Deployment Plan available for review

June
- Final documents delivered including Executive Summary, Draft Regional ITS Architecture and Deployment Plan, and Turbo Architecture Database

Max and Tom thanked everyone for their participation and encouraged everyone to contact either of them with any questions or comments. Max will be sending out notices when the Draft ITS Deployment Plan is available as well as when the Revised Draft ITS Architecture and Deployment Plan are available for review.

Nashville Area ITS Market Package Prioritization by Functional Area

High Priority Market Packages	Medium Priority Market Packages	Low Priority Market Packages
Traffic Management		
ATMS01 Network Surveillance ATMS03 Surface Street Control ATMS06 Traffic Information Dissemination ATMS07 Regional Traffic Management ATMS08 Traffic Incident Management System	ATMS04 Freeway Control ATMS13 Standard Railroad Grade Crossing ATMS15 Railroad Operations Coordination ATMS18 Reversible Lane Management ATMS19 Speed Monitoring	ATMS02 Traffic Probe Surveillance ATMS05 HOV Lane Management ATMS10 Electronic Toll Collection
Emergency Management		
EM01 Emergency Call-Taking and Dispatch EM02 Emergency Routing EM04 Roadway Service Patrols	EM06 Wide-Area Alert EM08 Disaster Response and Recovery EM09 Evacuation and Reentry Management EM10 Disaster Traveler Information	
Maintenance and Construction Management		
MC08 Work Zone Management MC10 Maintenance and Construction Activity Coordination	MC01 Maintenance and Construction Vehicle and Equipment Tracking MC03 Road Weather Data Collection MC04 Weather Information Processing and Distribution	
Public Transportation Management		
APTS01 Transit Vehicle Tracking APTS02 Transit Fixed Route Operations APTS03 Demand Response Transit Operations APTS05 Transit Security APTS06 Transit Fleet Management APTS08 Transit Traveler Information APTS09 Transit Signal Priority	APTS04 Transit Fare Collection Management APTS07 Multi-Modal Coordination APTS10 Transit Passenger Counting	
Traveler Information		
ATIS01 Broadcast Traveler Information ATIS02 Interactive Traveler Information		
Commercial Vehicle Operations		
	CVO06 Weigh-in-Motion	
Archived Data Management		
	AD1 ITS Data Mart AD3 ITS Virtual Data Warehouse	