CHATTANOOGA REGIONAL ITS ARCHITECTURE AND DEPLOYMENT PLAN UPDATE WORKSHOP MINUTES

MEETING DATE: December 13, 2016

MEETING TIME: 10:00 AM – 12:00 Noon

MEETING LOCATION: Chattanooga RPA Office Room 1A, Chattanooga, TN

ATTENDEES:

- Mike Ailey, City of East Ridge Traffic
- Allen Branum, Hamilton County Sheriff Department
- Rozanne Brown, Chattanooga-Hamilton County Regional Planning Agency (RPA)
- Landon Castleberry, TDOT
- Eric Flora, TDOT
- Yuen Lee, Chattanooga-Hamilton County RPA
- Khuzaima Mahdi, TDOT
- Annie Powell, CARTA

- Randolph Pullen, Chattanooga-Hamilton County RPA
- Nick Renna, Federal Highway Administration Tennessee Division Office
- Tommy Trotter, City of Chattanooga Traffic
- John Van Winkle, City of Chattanooga Traffic
- Jason Warren, Catoosa County Transit
- Lacy Word, TDOT
- Aleeta Zeller, Chattanooga-Hamilton County RPA
- Tom Fowler, Kimley-Horn and Associates
- Terrance Hill, Kimley-Horn and Associates

SUBJECT: Chattanooga Regional ITS Architecture Update – Stakeholder Review Workshop

INTRODUCTIONS

The Chattanooga Regional ITS Architecture and Deployment Plan Stakeholder Review Workshop was held on Tuesday, December 13, 2016. The purpose of the workshop was to review the Draft Regional ITS Architecture and Deployment Plan Document and to solicit input from stakeholders to assist the Chattanooga / Hamilton County / North Georgia Transportation Planning Organization (CHCNGA-TPO) with the preparation of the Final Chattanooga 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 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 workshop began with Yuen Lee of the Chattanooga-Hamilton County RPA welcoming everyone and thanking stakeholders for their participation in the update. Yuen also introduced Tom Fowler and Terrance Hill from Kimley-Horn. Kimley-Horn has been assisting the TPO 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 gave a presentation on the current status of the Chattanooga Regional ITS Architecture Update project. The presentation included an overview of ITS, including a discussion of ITS benefits and applications and the purpose of regional ITS architecture plans. Following the overview, Tom Fowler outlined the Chattanooga Region's architecture update process, noting that the Draft Chattanooga Regional ITS Architecture and Deployment Plan was available on the project website for download and review and that any comments on the document were requested by January 6, 2017.

The project website is located at the link below:

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

Tom Fowler summarized key changes to the Draft Report compared to the previous version published in 2014 and led a discussion of those changes with stakeholders. The discussion included soliciting comments from stakeholders regarding the draft document and working with the attendees to prioritize the new service packages included in the Draft Report.

Terrance Hill 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 Report.

Following the project discussion, Tom Fowler discussed with stakeholders the logistics for proper use and maintenance of Chattanooga's regional ITS architecture. Talking points included planning for the operations outlined in the Draft Report, discussion of systems engineering analyses and how they relate to ITS architecture, the conformance that the architecture would need to demonstrate in order to be eligible for federal funding, and the timeframe for future updates to the regional ITS architecture plan.

STAKHEOLDER DISCUSSIONS

Representatives from the stakeholder organizations present at the workshop gave initial feedback on elements of the Draft Report and provided additional information on planned and existing projects in the region. Notes from the discussion, outlined below, will help the project team in preparing the Final Regional ITS Architecture and Deployment Plan Document.

Nick Renna (FHWA) noted the importance of matching the prioritization of goals and projects in the region's long range transportation plan with the ITS architecture plan. He mentioned that the same goals have been kept for the 2045 update of the long range plan. It was also noted that the partnering states and cities in the Region could use the same ActiveITS software for better coordination.

Stakeholders determined the relative priorities of new service packages included in the Draft Plan. These are noted as follows.

- ATMS02 – Traffic Probe Surveillance: High Priority.
- ATMS09 – Transportation Decision Support and Demand Management: High Priority. The City of Chattanooga is looking to get information out to people using TDOT Active ITS software for real-time decision support. With the transit signal priority project that is already planned in Chattanooga, TDOT would like to coordinate with the City as they need to use Brainerd Road and Lee Highway to divert traffic off of nearby Interstates. This coordination could possibly extend to other corridors in the future. TDOT is also trying to use Google and Waze to help give warning to drivers if there is a change in traffic patterns.
- ATMS16 – Parking Facility Management: Priority to be determined. Annie Powell (CARTA) will look into the priority for this project and will inform the project team of priority later. TDOT noted that they see this service package as a Medium to High Priority for their Smart Park facilities within Region 2 in Bradley and McMinn Counties. TDOT asked the project team to see if a commercial vehicle parking package may also be applicable for the region.
- ATMS17 – Regional Parking Management: Low Priority.
- ATMS26 – Mixed Use Warning Systems: Medium Priority. Nick Renna mentioned that getting signal fault data would be beneficial.
- EM04 – Roadway Service Patrols: High Priority. GDOT is privatizing its HERO roadside vehicle assistance program for rural areas. The Region 2 TMC has direct communication with the Atlanta TMC and would like location information for HERO trucks to request them to be dispatched from the Atlanta TMC.

The discussion then turned to the region's ITS Deployment Plan. One comment from stakeholders was that the deployment plan timeframe in the Draft Report may need to be updated. The plan currently shows a 5-year, 10-year, and beyond 10-year plan. That may change to a 0 to 4-year, 5 to 10-year, and beyond 10-year plan. Yuen Lee will confirm that the newly proposed timeframe will work for the TPO. Stakeholders had comments on the following projects included in the Draft Report:

- TDOT/GDOT Coordination on I-24: This is a very challenging section. TDOT and GDOT need to coordinate during incidents and closures. Nick Renna noted that the project description currently is not very detailed and may not be helpful without additional detail. Comments include combining this project with the next project (TDOT/GDOT DMS Deployment) and focusing on deployment of DMS and CCTV cameras on I-24. The need to improve incident management operations was also noted.
- TDOT/GDOT DMS Deployment: Stakeholders expected this to happen in early 2017.
- TDOT Region 2 SmartWay Life Cycle Replacement: Currently any camera that goes down is replaced with an HD camera. CCTV life cycle replacement is therefore underway. Approximately 25 CCTV cameras have been replaced.
- TDOT Region 2 SmartWay Infrastructure: In the description, stakeholders requested that the text be changed from "backbone beyond I-24" to "backbone west of I-24."
- TDOT I-75 Route Diversion: Stakeholders want to remove this project from the Draft Report since it is located outside of the Chattanooga Region.
- TDOT Ramp Metering: Terrance Hill will confirm ramp metering locations with Landon Castleberry (TDOT). There are projects that focus on ramp queueing in the I-24 area. The project team may want to consider not identifying specific locations unless they can be confirmed.
- TDOT I-24/US-27 Interchange ITS Study: Landon Castleberry mentioned that there are still plans to add a non-slip pavement surface, which he said is very much needed. A road safety audit has been completed for the interchange, and it did not recommend any ITS-related safety improvements (mostly pavement surface and striping improvements).
- City of Chattanooga CCTV: Stakeholders request that the word "Camera" is added to "CCTV" in the title. Cameras will be deployed in 2017. These will be Gridsmart cameras and will include detection capability, and the project description should be updated to reflect this information.
- City of Chattanooga Incident Management Plans: Stakeholders request the description be updated to change East Ringer to "off Brainerd Road."
- Regional Transit Coordination (Catoosa County): Jason Warren (Catoosa County Trans-Aid) noted that Catoosa County brings in people and sometimes coordinates with CARTA. Catoosa County wants to be sure CARTA buses are coming when they drop off people so they don't leave them stranded.

The City of Chattanooga has one funded transit priority project that is ready for deployment in addition to the project listed for CARTA. In addition, Ringgold Road may be another location for transit signal priority after the first phase is completed. The City may consider this as a future project. Stakeholders noted a desire to add a project for East Ridge to coordinate its signals. The scope of this project is not yet determined, but the work would be done in coordination with City of Chattanooga.

Active ITS, a software that allows cities to access information from TDOT, was noted as a useful tool. Steve Bryan would be the person to contact for more information. Stakeholders discussed that the TPO needs to include a process to make sure proposed projects (TPO funded projects) are in conformance with the ITS architecture. If not, submitters would need to fill out a maintenance form per the Draft Report guidelines. When there is a call for project, documentation should include a section for ITS architecture conformance.

CONCLUDING COMMENTS AND NEXT STEPS

Yuen Lee and Tom Fowler thanked everyone for their participation. Stakeholders were encouraged to contact any of the project team members if they had any questions. Stakeholders were requested to submit comments on the Draft Regional ITS Architecture and Deployment Plan by January 6, 2017. Tom Fowler also briefly described the next steps in the regional architecture development process, including

incorporating comments from stakeholders, submitting the plan to FHWA and TDOT to obtain a "Ready for Use" letter, and presenting the Final Regional ITS Architecture and Deployment Plan Document to the Chattanooga TPO TCC and Executive Committee in Spring 2017.