

CLEVELAND REGIONAL ITS ARCHITECTURE AND DEPLOYMENT PLAN UPDATE WORKSHOP MINUTES

MEETING DATE: February 1, 2017

MEETING TIME: 10:00 AM – 12:00 Noon

MEETING LOCATION: Cleveland City Council Meeting Room, Cleveland, TN

ATTENDEES:

- Brian Beck, City of Cleveland
- Doug Berry, Cleveland/Bradley County Chamber of Commerce
- Mary Lynn Brown, Southeast Tennessee Human Resources Agency (SETHRA)
- Landon Castleberry, TDOT
- Sara Elmore, TDOT
- Eric Flora, TDOT
- Zach Johnson, TDOT
- Khuzaima Mahdi, TDOT
- Stacy Morrison, TDOT
- Rashad Pinckney, TDOT
- Joe Roach, TDOT
- David Sheely, City of Cleveland
- Ted Smith, SETHRA
- Hal Taylor, Cleveland City Schools
- Bently Thomas, Bradley County
- Greg Thomas, Cleveland MPO
- Victor Weddle, TDOT
- Lacy Word, TDOT
- Tom Fowler, Kimley-Horn and Associates
- Terrance Hill, Kimley-Horn and Associates

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

INTRODUCTIONS

The Cleveland Regional ITS Architecture and Deployment Plan workshop was held on Wednesday, February 1, 2017. The purpose of the workshop was to solicit input from stakeholders to assist the Cleveland Metropolitan Planning Organization (MPO) with the update of the Cleveland 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 Tom Fowler of Kimley-Horn welcoming everyone and thanking stakeholders for their participation in the update. Tom also introduced Terrance Hill from Kimley-Horn. Kimley-Horn will be assisting the MPO 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 Cleveland 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, Terrance Hill 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 in March and 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.

STAKEHOLDER 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.

- Greg Thomas asked that McMinn County, Town of Charleston, and Town of Calhoun be added to the stakeholder list.
- TDOT discussed its Regional ITS infrastructure:
 - TDOT has updated its fog detection system with new technology.
 - TDOT has implemented cab level cameras 14 feet off the roadway, including sidewinder HD-quality cameras in the fog detection zone on I-75
 - TDOT needs an incident management freeway service patrol in Bradley County. A patrol currently exists up to exit 20, but it is not a full patrol. TDOT was limited in deploying this patrol to areas under the CMAQ detection area.
 - Last year there were two days in a row where I-75 was closed due to fog. The freeway has also had a few short-term closures.
 - There is no limitation on where the safety service patrol can go if needed during incidents. There are limitations on regular patrols and where they can go. I-40 is not patrolled in Cookeville, but TDOT will send a safety service patrol to the area when needed.
 - TDOT Region 2 has co-located with the Tennessee Highway Patrol (THP) in the Region 2 Traffic Management Center (TMC). This is the first TDOT Region to do this in the state. THP in Chattanooga and Cookeville both dispatch out of the TMC.
 - Smart Park systems are located at mile marker 23 on I-75 north and mile marker 45 on I-75 north. They are working well, but there have been some challenges with identifying the number of trucks at a lot. Digital signs have been turned off as they work on the challenge of identifying the number of available spaces. The system is useful in reducing the number of trucks stopped on ramps.
 - Active ITS is used for controlling CCTV, DMS, ramp loops, and the traffic signal system. The software program was developed by Southwest Research Institute. TDOT IT is the product owner. Chattanooga is interested in the software and has already signed an agreement. They hope to have something out by August.
 - Active ITS will allow for sharing of incident information, control of CCTV cameras, and other collaborative uses.
 - SmartView will stay in place. It will not be replaced by Active ITS. Use is free, but some TV stations pay a fee to get a higher quality feed. There is SmartView Plus which gives access to cameras all of the time. This option is only available for emergency management personnel. Anyone can go to the SmartView website and customize which cameras are available.
 - The last CCTV camera in the area on I-75 is at mile marker 43.

- TDOT has drones that could be used for incident management, bridge inspection, and potential other uses. Terrance Hill noted these should be included in the Regional ITS Architecture.
- TDOT identified several needs for the ITS infrastructure:
 - Landon Castleberry with TDOT noted several ITS projects that could be implemented in the city. He noted that the South Lee Street/North Lee Street and SR 60 corridors both would benefit from signal coordination projects. He also noted a need to add cameras at key interchanges on US 11.
 - A fiber backbone from I-75 exit 40 to Polk County would be useful to display information on DMS.
- The City of Cleveland discussed its ITS infrastructure:
 - Cleveland Utilities recently purchased a drone and has had someone get licensed as an operator.
 - The City has a total of 8 CCTV cameras. 40 to 45 intersections were connected through serial communications at the time of the last architecture update in 2008. Currently the number of connected intersections has grown to about 70 intersections. The City has Ethernet communication to a few signals, which has allowed them to bring back much more information. Information is collected from 84 to 86 total signals in the City, with an additional nine connected elsewhere in the County.
 - Stakeholders noted they would like to add to the emergency signal preemption system for the Cleveland Fire Department but have not secured the funding to do this yet.
 - The City is using radar detection for signals. The system has worked well.
 - David noted automated data collection from traffic signals. There is a want to bring in information, but the City does not have a way to parse and use this data. The current ATMS software is limited in capability and doesn't allow option for data to be collected automatically.
 - Schools call the City when flashers need to be changed at school zones. City is somewhat limited in their capability.
- Cleveland Transit discussed its ITS infrastructure:
 - The Cleveland MPO recently partnered with the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization and RPA on a Chattanooga-Cleveland park and ride/connector bus system. The MPO wants to tie commuters into the green trip program, a ride matching program that RPA runs. This program provides incentives for ride matching.
 - The transit system operates five fixed routes and nine demand-response buses. Cleveland Transit can track demand-response buses, but not fixed route buses. All buses have camera systems on board. Old buses have interior cameras, with one facing forward out toward the windshield. New buses have cameras outside and inside. Video is recorded on the buses and is kept on hard drives on the buses.
 - Cleveland Transit is interested in having a Smart Card payment system.
 - Cleveland Transit would like to have real-time bus information available on the project website.
 - 21 locations within the region can allow for low priority transit signal priority.
- FHWA wants the Regional Architecture to include MOUs and other written agreements. Terrance Hill asked stakeholders to provide any written agreements related to ITS if available.
- A new industrial complex will be developed on APD 40. Stakeholders want to be able to communicate to truck drivers what is going on with the project along I-75 in advance of the project site. About 800 acres of real estate will be developed for this complex in the coming years.

CONCLUDING COMMENTS AND NEXT STEPS

Tom Fowler and Terrance Hill 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 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.