

MEMPHIS URBAN AREA REGIONAL ITS ARCHITECTURE UPDATE WORKSHOP MINUTES

MEETING DATE: July 8, 2014

MEETING TIME: 10:00 AM – 12:00 PM

MEETING LOCATION: Shelby County Code Enforcement Training Room, Memphis, TN

ATTENDEES:

- Becky Bailey, City of Bartlett
- Darek Baskin, City of Millington
- Jeff Beaman, City of Germantown
- Gary Bennett, Arkansas State Highway and Transportation Department (AHTD)
- Pat Brown, City of Gallaway
- Tim Gwaltney, City of Germantown
- Trey Hamby, North Delta Planning and Development District (PDD)
- Phil Hendricks, City of Piperton
- Sajid Hossain, Memphis Urban Area Metropolitan Planning Organization (MPO)
- Ed Johnson, Tennessee Department of Transportation (TDOT)
- Aury Kangelos, TDOT
- John Lancaster, Memphis Area Transit Authority (MATA)
- Mitchell Lloyd, Memphis MPO
- Carlos McCloud, TDOT
- Nick Renna, FHWA – Tennessee Division
- Phillip Sorrell, City of West Memphis
- Keith Staples, City of Memphis
- Rex Vines, AHTD
- Jake Wimberly, Mississippi Department of Transportation (MDOT)
- Tom Fowler, Kimley-Horn and Associates
- Terrance Hill, Kimley-Horn and Associates
- Kenny Monroe, Kimley-Horn and Associates

SUBJECT: Memphis Regional ITS Architecture Update – Review Workshop

Introductions

The workshop began with Tom Fowler of Kimley-Horn welcoming everyone and thanking the stakeholders for their participation in the update of the Memphis Urban Area Regional Intelligent Transportation Systems (ITS) Architecture. Individuals in attendance were then asked to introduce themselves and identify the agency or organization they represent.

Project Overview Presentation

Tom Fowler and Terrance Hill of Kimley-Horn presented on the progress of the update to the Memphis Urban Area Regional ITS Architecture. Tom briefly introduced key sections of the document and described their purpose. The first draft of the Regional ITS Architecture document was posted on the Memphis MPO website on July 1, 2014, and stakeholders were notified that they could access the document from the website. All stakeholders were encouraged to review the document and submit any comments or suggestions to Tom Fowler or Sajid Hossain.

Terrance then reviewed the regional needs that were identified during the stakeholder in-person and telephone interviews. Specific regional needs that were identified consist of establishing or improving interagency coordination for traffic operations and incident management, utilizing various methods to provide information to the motoring public, reestablishing the traffic incident management (TIM) group, improving work zone safety, and expanding transit signal priority.

A discussion regarding Part 511 of Title 23 of the Code of Federal Regulations that requires real-time system information along interstates and other routes of significance be collected and made accessible was conducted by Tom. A list of non-interstate routes that stakeholders acknowledged as corridors that

they would like to collect travel time, construction and maintenance, incident, and weather related information was presented. It was noted that a more collaborative effort was needed to identify routes of significance in the Region. Potential routes of significance that had been identified in Shelby, Crittenden, DeSoto, and Marshall County were presented. The following are additional routes within Fayette County that were identified during the workshop:

- US 64/SR 15
- US70/ SR 1
- SR 196
- SR 193
- US 72/SR 86
- SR 57

Regional prioritization of service packages was also discussed, and key high priority service packages were reviewed in further detail by Terrance. The stakeholders were urged to comment on whether or not new or existing service packages should be categorized as high, medium, or low priority. Tom then presented individual service package diagrams and discussed the flows and connections among various agencies. Additionally, existing and needed interagency agreements were discussed, and ITS projects that that are either existing or planned in the Region were identified.

Finally, Tom reviewed the importance of systems engineering and how it relates to the Regional ITS Architecture Maintenance Form. Systems engineering is an approach that is required by the USDOT for ITS projects, and the process includes demonstrating conformance to the Regional ITS Architecture. FHWA's Tennessee Divisions also requires a systems engineering analysis be performed for ITS projects unless a project is categorically excluded. Tom noted which sections within the Regional ITS Architecture update can assist with performing a systems engineering analysis. The Regional ITS Architecture Maintenance Form outlines any changes that are to be made to the 2014 Memphis Urban Area Regional ITS Architecture and is kept on file by the Memphis MPO. Individual forms must be completed for each change that is made to the architecture.

The following includes specific comments voiced by stakeholders during the workshop:

- TDOT is exploring Smart Parking facilities along I-75 that will notify truck drivers of the number of available spaces. Possible information dissemination methods include a mobile phone application or DMS. This project may be useful in the Memphis area as truck parking lots along I-40 and I-55 have a capacity problem.
- The development of the MATA mobile phone application is almost complete, and the flows associated with it should be shown as existing.
- A potential need was identified for ITS infrastructure along I-69 and I-269 as construction is completed. I-269 in particular is likely to experience heavy truck traffic as a bypass for Memphis connecting I-55 and I-40 east of the City of Memphis.
- MATA expressed interest in establishing formal agreements with TDOT and the City of West Memphis to receive roadway conditions information.
- AHTD is planning to install an additional DMS in Crittenden County to complement their existing five DMS on I-40 and I-55 north and west of the City of West Memphis.
- All agreements or memorandums of understanding between agencies should include the appropriate contacts within each agency.
- In addition to maintaining their traffic signals, the City of Memphis has the ability to control the City of Bartlett's signals in cooperation with the city; however, there is no formal agreement in place.
- There should be agreements between the City of Memphis and Shelby County jurisdictions that are similar to the agreement between The City of Memphis and The City of Germantown regarding traffic signal ITS cooperation and coordination.
- TDOT is interested in deploying RWIS technology especially for icy conditions on flyover ramps.

- The architecture document should include a part that summarizes the various sections and how they could be used. This section could follow the table of contents.

Concluding Comments and Next Steps

Tom Fowler thanked everyone for their participation and reiterated that stakeholders are encouraged to review the draft document and contact Sajid Hossain or himself by July 18, 2014. After comments are received, the draft document will be revised and made available to stakeholders for a second comment period. Once the comment period ends for the revised draft, the remaining deliverables will include the final Regional ITS Architecture document, executive summary, and the final Turbo Architecture database. All deliverables will be completed by August 2014. Contact information is included below:

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