

# CHATTANOOGA REGIONAL ITS ARCHITECTURE UPDATE WORKSHOP MINUTES

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**MEETING DATE:** February 25, 2010

**MEETING TIME:** 9:00 AM – 11:30 AM

**MEETING LOCATION:** Chattanooga Development Resource Center, Chattanooga, TN

**ATTENDEES:**

Holly Crittenden, Tennessee Department of  
Transportation (TDOT) Region 2  
Patrick Hall, Chattanooga-Hamilton County Regional  
Planning Agency (RPA)  
Melissa Taylor, Chattanooga-Hamilton County RPA  
Steve Leach, Chattanooga Public Works Department  
Tommy Trotter, City of Chattanooga  
Bob Van Horn, TDOT Region 2  
Alan Wolfe, TDOT Region 2  
Don Gedge, FHWA Tennessee Division

Terry Gladden, TDOT Long Range Planning Division  
David Kenemer, NWGRC  
Bill Middleton, City of East Ridge  
Hugh Colton, Georgia DOT  
Frank Horne, TDOT Office of Incident Management  
Landon Castleberry, TDOT  
Ken Fritz, City of Chattanooga Attorney's Office  
Jon Benditz, Kimley-Horn and Associates  
Tom Fowler, Kimley-Horn and Associates

**SUBJECT:** Chattanooga Regional ITS Architecture Update – ITS Deployment Plan  
Workshop

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## Introductions

Tom Fowler from Kimley-Horn welcomed everyone and thanked the stakeholders for their participation in the update of the Chattanooga Regional Intelligent Transportation System (ITS) Architecture. Tom noted that the workshop was the last of three workshops scheduled in Chattanooga to update the Regional ITS Architecture and Deployment Plan. 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. The Draft Regional ITS Architecture document has been posted on the project website at the address below:

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

Comments on the Draft Regional ITS Architecture were requested by March 31, 2010. Comments can be provided to Tom Fowler at Kimley-Horn or Patrick Hall at the Chattanooga-Hamilton County Regional Planning Agency. A Draft Regional ITS Deployment Plan will be developed based on the input gathered in the February Workshop and will be available to stakeholders at the end of March.

## Market Package Prioritization

The Draft Regional ITS Architecture document that Kimley-Horn developed included a prioritization of the market packages that were selected by stakeholders at the workshop in December 2009. Market packages represent the services that ITS can provide, such as network surveillance or traveler information dissemination. 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:

ATMS21 – Roadway Closure Management: Moved from low to medium priority due to the Fog Detection System. Roadway closure management is an important component of the Fog Detection System which is located in Bradley County, outside the Chattanooga Regional ITS Architecture geographic boundaries, but will be monitored in the future by the Tennessee Department of Transportation (TDOT) Region 2 TMC in Chattanooga.

MC03 – Roadway Weather Data Collection and MC04 – Weather Information Processing and Distribution: Both of these market packages were moved from medium to high priority to reflect the impact of weather on travelers in the Region and on-going efforts already underway in this area.

The final prioritization of the 38 market packages that have been selected for the Chattanooga Region is included at the end of these minutes.

### **Architecture Maintenance**

The stakeholders in attendance discussed a process for updating and maintaining the Regional ITS Architecture. It was decided that the Chattanooga-Hamilton County RPA 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 RPA will keep those forms for use in the next ITS Architecture update. Don Gedge 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.

### **Draft Project Discussion**

John Benditz 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 TDOT, Municipal, County, CARTA, and Chattanooga-Hamilton County/North Georgia TPO 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.

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.

Upon completing the project discussion at the conclusion of the workshop several stakeholders discussed some of the potential detour routes that will be used during freeway incidents or closures. Stakeholders marked these routes on a map of the Region and highlighted several of the problem spots for detours such as low bridges where trucks cannot pass.

### **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

Patrick Hall thanked everyone for their participation and encouraged them to contact him or Tom with any questions or comments. Patrick noted he 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.

**Chattanooga Region Market Package Prioritization by Functional Area**

<b>High Priority Market Packages</b>	<b>Medium Priority Market Packages</b>	<b>Low Priority Market Packages</b>
<b>Traffic Management</b>		
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 ATMS19 Speed Monitoring ATMS21 Roadway Closure Management	ATMS10 Electronic Toll Collection ATMS11 Emissions Monitoring and Management
<b>Emergency Management</b>		
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	
<b>Maintenance and Construction Management</b>		
MC08 Work Zone Management MC10 Maintenance and Construction Activity Coordination MC03 Road Weather Data Collection MC04 Weather Information Processing and Distribution	MC01 Maintenance and Construction Vehicle and Equipment Tracking	
<b>Public Transportation Management</b>		
APTS01 Transit Vehicle Tracking APTS02 Transit Fixed-Route Operations APTS03 Demand Response Transit Operations APTS08 Transit Traveler Information	APTS04 Transit Fare Collection Management APTS05 Transit Security APTS07 Multi-Modal Coordination APTS09 Transit Signal Priority APTS10 Transit Passenger Counting	APTS06 Transit Fleet Management
<b>Traveler Information</b>		
ATIS01 Broadcast Traveler Information ATIS02 Interactive Traveler Information		
<b>Commercial Vehicle Operations</b>		
	CVO06 Weigh-in-Motion	
<b>Archived Data Management</b>		
	AD1 ITS Data Mart	AD3 ITS Virtual Data Warehouse