K I C K - O F F   W O R K S H O P   M I N U T E S

MEETING DATE: October 11, 2007

MEETING TIME: 9:00 AM

MEETING LOCATION: City of Cleveland Municipal Building

ATTENDEES:

Chuck Atchley, City of Cleveland Fire Department
Jeff Blevins, TDOT
Bart Borden, Cleveland Utilities
Anthony Casteel, Cleveland MPO
Ray Evans, Southeast TN Human Resource Agency
Deborah Fleming, TDOT
Don Gedge, Federal Highway Administration
Tom Grant, City of Cleveland
RC Hoff, Chattanooga MPO
Chris Kleehammer, Southeast TN Human Resource
      Agency
Sandra Knight, Bradley County
James Long, City of Cleveland
Ken Longley, Cleveland Utilities
Scott Medlin, TDOT

Jennifer Osborne, TDOT
Joseph Roach, TDOT
Tom Rowland, Cleveland MPO
Wes Snyder, City of Cleveland Police Department
Troy Spencer, Cleveland-Bradley County EMA
Brian Teague, Cleveland-Bradley County EMA
Greg Thomas, Cleveland MPO
Bill Walker, Cleveland Transit
Shane Ware, Bradley County
Megan Wilson, City of Cleveland
Alan Wolfe, TDOT
Bob VanHorn, TDOT
Tom Fowler, Kimley-Horn and Associates
Amy Lewis, Kimley-Horn and Associates

SUBJECT: Cleveland Regional ITS Architecture and Deployment Plan Kick-Off Workshop

1.   Introductions

Tom Fowler welcomed everyone and thanked the stakeholders for their participation in the
development of the Cleveland Regional ITS Architecture. Tom introduced himself and the other
Kimley-Horn team members present at the workshop. Everyone in attendance introduced
themselves and identified the agency or organization they were representing. Kimley-Horn is
currently under contract with the Tennessee Department of Transportation to develop a regional
intelligent transportation system (ITS) architecture and deployment plan for the Cleveland Region.

2.   Overview of ITS and Project Presentation

Tom then gave a presentation on the Cleveland Regional ITS Architecture and Deployment Plan
project. The presentation included an overview of ITS. Tom explained that the purpose of the
project is to develop a Regional ITS Architecture that conforms with the National ITS Architecture
and satisfies Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)
requirements. Completion of the plan does not guarantee any funding for the Region, but does
allow the Region to be eligible for future federal funding of ITS projects.

3.   Regional Boundaries

The geographic boundaries for the regional ITS architecture will be those of the Cleveland
Metropolitan Planning Organization (MPO) plus a portion of McMinn County extending north on I-
75 to exit 42. The applicable additional stakeholders will be contacted and invited to attend the
next meeting. The architecture for the Cleveland Region will be coordinated with the
Chattanooga Regional ITS Architecture that is currently under development.

4.   <u>ITS Inventory</u>

Tom Fowler and Amy Lewis led a discussion on the ITS inventory for the Cleveland Region. Stakeholders were asked to identify existing and planned ITS inventory elements. A summary of all ITS inventory items identified is included at the end of these minutes. The inventory will assist the project team in preparing a rough draft of the regional ITS architecture for the next workshop.

5.   <u>ITS Needs</u>

Amy Lewis led a discussion on the Region's ITS needs. All stakeholders were asked for input on their agency's ITS needs. A summary of all ITS needs identified at the workshop is attached at the end of these minutes. The needs will also be incorporated into the materials presented at the next workshop.

6.   <u>Concluding Comments and Next Steps</u>

Amy thanked everyone for their participation. She encouraged the ITS stakeholders to contact herself or Tom if they had any questions or if they would like to add additional items to the ITS inventory or needs.

All stakeholders will be sent minutes from the Kick-Off Workshop and invited to the ITS Architecture Development Workshop. The purpose of this workshop is to select the desired ITS services for the Cleveland Region and identify what types of information needs to be exchanged between agencies. The next workshop is scheduled for November 15, 2007 from 9:00 AM to 3:00 PM at the City of Cleveland Municipal Building.

Cleveland Region
Summary of ITS Inventory

Travel and Traffic Management

System, Technology or Capability	Status	Primary Operating Agency
TDOT Region 2 Traffic Management Center	Existing	TDOT
Fog detection system on I-75	Existing	TDOT
Fog detection system closure gates on I-75 at exit 27 Northbound and exit 33 Northbound and Southbound	Existing	TDOT
Closed circuit television (CCTV) cameras – primarily used for fog detection	Existing	TDOT
Changeable speed limit signs in fog zone	Existing	TDOT
Highway advisory radio (HAR)	Existing	TDOT
Speed detection	Existing	TDOT
Dynamic Message Signs (DMS)	Existing	TDOT, GDOT (Two GDOT DMS on I-75 approaching TN)
Closed loop traffic signal system	Existing	City of Cleveland
Emergency vehicle signal preemption (fire department only)	Existing	City of Cleveland
Video vehicle detection (three locations)	Existing	City of Cleveland
Closed circuit television (CCTV) cameras	Planned	City of Cleveland
Traffic signals (no closed loops or interconnect at this time)	Existing	Bradley County
Cleveland-Bradley County EMA provides weather information on their website	Existing	Bradley County

Public Transportation Management

System, Technology or Capability	Status	Primary Operating Agency
Route Match – computerized scheduling	Existing	SETHRA
SETHRA and Cleveland Transit automated vehicle location (AVL)	Planned	SETHRA
SETHRA and Cleveland Transit mobile data terminals (MDTs)	Planned	SETHRA
SETHRA and Cleveland Transit silent alarms on buses	Planned	SETHRA

Emergency Management

System, Technology or Capability	Status	Primary Operating Agency
Bradley County 911 Dispatch – dispatches City of Cleveland police department, fire department, and EMS as well as the county fire department and the county sheriff	Existing	Bradley County
Police Department AVL	Existing	City of Cleveland
Police Department MDTs	Existing	City of Cleveland
Tennessee Valley Authority (TVA) emergency siren network	Existing	TVA

Maintenance and Construction Operations

System, Technology or Capability	Status	Primary Operating Agency
Public Works Department MDTs	Existing	City of Cleveland

Commercial Vehicle Operations

System, Technology or Capability	Status	Primary Operating Agency
Weigh station, southbound at exit 12	Existing	THP

Cleveland Region
Summary of ITS Needs

Travel and Traffic Management Needs
- Need an expanded coordinated and closed loop signal system for the City of Cleveland
- Need improved communication and dissemination of information from public works and utilities departments about lane closures around the city
- Need DMS on I-75 for detour routes through Cleveland
- Need DMS on I-75 prior to Exit 11 northbound and Exit 20 southbound to provide incident information through the nine mile isolated stretch between the exits
- Need DMS on US 411 and at Exit 20 for those detouring on US 411
- Need CCTV cameras within the City and along TDOT roadways for DMS verification and to monitor traffic
- Need to upgrade traffic signal controllers
- Need improved information dissemination of road conditions information on state and local routes
- Need driver speed feedback signs and associated speed data archive to support targeted enforcement

Public Transportation Management Needs
- Need security monitoring systems on buses

Emergency Management Needs
- Need to expand signal preemption system for fire department and to possibly include EMS
- Need to have real-time weather detection
- Need data and video transfer capabilities for 911
- Need to be able to receive real-time traffic information to aid in alternative route management for emergency vehicles
- Need red light running cameras
- Need overheight detection system on SR 40/US 64 at low railroad crossing
- Need detection and notification system for railroad crossing blockages to support emergency routing around railroad closures
- Need capability to monitor CCTV and control DMS from the EOC during evacuations

Maintenance and Construction Management Needs
- Need additional weather detection
- Need flood detection at city and county level
- Need school zone flasher control system