Space Coast TPO – ITS Master Plan
Stakeholder Meeting #3

MEETING MINUTES

August 26, 2014 from 10:00 AM – 12:00 PM

Viera Regional Park Community Center
2300 Judge Fran Jamieson Way

Attendees:

Steven Bostel	Space Coast TPO
Dale Cody	Metric Engineering
Mark Askins	Metric Engineering
Ryan Gelatka	Metric Engineering
Jessica Moses	Metric Engineering
Travis Hills	Kittelson & Associates
Jack Freeman	Kittelson & Associates
Katrina Morrell	Space Coast TPO
Kwabena Ofosu	City of Palm Bay
Michael Jarusiewisz	City of Rockledge
Ed Wegerif	City of Cocoa
Bob Torres	City of Cocoa Beach
Jeff Ratliff	City of Cape Canaveral
Jim Liesenfelt	Space Coast Area Transit
Scott Morgan	City of West Melbourne
Devin Swanson	Brevard County Traffic Operations
Georganna Gillette	Space Coast TPO
Jenni Lamb	City of Melbourne
Scott Arnold	City of Melbourne
Jeremy Dilmore	FDOT – District 5
Manny Rodriguez	FDOT – District 5
Bob Kamm	Space Coast TPO
Alton Robinson	Brevard County Traffic Operations

Introductions

Each person at the meeting introduced themselves (see the list of attendees).

Finalization of Task 1 – ITS Vision, Goals & Objectives

Task 1 has been approved by stakeholders and Space Coast TPO. Task 1 document is final.

Review of Task 2 – Existing Conditions & Infrastructure
Internal Space Coast TPO review is almost complete; will be sent to Dale Cody to be distributed to stakeholders for input.

Update on Task 3 – Transportation ITS Needs
Metric Engineering is close to submitting document to Space Coast TPO to begin review process.

Active Arterial Management (AAM)
Currently targets critical arterial roadways

- Originally, agencies instrumented freeway systems and prioritized funding there; now the focus has shifted to begin efficiently managing traffic on arterial roadways

Problems

- Operations and Maintenance (O&M) of signal system – Operations being a large focus
- Level of service varies by agencies
- Institutional cooperation

Direction to head towards is: "…a collaborative environment utilizing network resources (roads, devices, staffing, etc.) to work together in the management of traffic within the Space Coast area."

Reviewed the AAM Flow Chart (refer to presentation board)

1. Data collection
2. Studies
3. Establish Performance Measures
4. Establish Performance Targets
5. Real-time data inputs/management
    a. Done by Part-Time Operators
6. Incident Management Protocol
    a. Data reflects incident (weather, crash, work zone, etc.) – Operator sends messages to DMS signs and notifies appropriate agencies, if needed
    b. If situation is escalated, Operator reports to Supervisor; they follow SOGs for implementation of pre-established timing plans to alleviate congestion while sending messages to the public with alternative routes and dispatching appropriate local response agencies
    c. Anything that cannot be addressed or if there is not an applicable pre-established retiming plan in place, Supervisor reports to the Signal Engineer (highly

experienced and understands the impacts of changing signal systems) where they actively retime different signals along the corridor to alleviate congestion – may end up with a new retiming plan for future similar situations

7. Process Evaluation
    a. Review SOGs – Was everything handled appropriately by all parties?
    b. If not and it is a recurring incident/events – may end up being a recommendation for future capital improvement projects

<u>Success in District 4</u>
Delays cost the everyday driver approximately $17/hour

Metric provided examples of how AAM has been successful in the District 4 area:

1. Work Zones
    a. Okeechobee Blvd RRR Project – accomplished a 15% reduction in delay per vehicle attributable to AAM.
2. Capital Improvements
    a. Replacement of Flagler Memorial Bridge – through AAM efforts, the traveling public was well informed and manageable throughout the replacement; so much so that multiple agencies felt the efforts (traffic signals' rephrasing and retiming) should stay in place after the new bridge is constructed.
3. Special Events
    a. Convention Center – Special Responsive Timing Plans were implemented during a large event estimating 600-700 vehicles arriving and leaving at the same time. Convention Center representatives were impressed how quickly the event traffic dispersed.

Went over Performance Measures which are essentially screen shots of different items relating to:

- Benefits
    - Delay Savings
    - Emissions Reductions
    - Fuel Consumption Savings
    - Safety Benefits
- System Health (ITS and Signal System)
    - Device Operability
- Corridor Travel Time Reliability Measures
    - Average Speed
    - 95th Percentile Travel Time
    - Travel Time Index
    - Buffer Time Index

Staffing Requirements

Staffing levels are still to be determined, both from Operations and Maintenance standpoints.

Interagency Coordination

Metric provided examples of previous interagency coordination. However, it is noted that a true TMC with AAM capabilities is a new program and has truly never been done in the country except for the beta program in District 4.

Concern: Long Range Vision of the ITS Master Plan (ultimately a TMC operated by agencies falling under the Space Coast area) is a component but the true focus needs to be what stakeholders need to do to "get up to speed" – agencies need more fiber, technicians, etc. to accomplish everyday tasks before focusing on the future. The stakeholders need "a short-term plan to position themselves correctly before eventually moving forward towards the long-term plan". *Next stakeholder meeting will address Operations & Maintenance recommendations including establishing a baseline of what level of service is acceptable.*

- *FDOT comment:* Usually projects take 3-4 years with intervals of time figuring out the "next" project which will take another 3-4 years. ITS Master Plan stakeholders need to focus on a long term goal to make sure each project is building the foundation towards something larger instead of these intermittent projects. Through this process, eventually a Return on Investment is quantifiable and sellable to key stakeholders for more funding.