



**Space Coast TPO – ITS Master Plan
Stakeholder Meeting #2**

MEETING MINUTES

June 24, 2014 from 10:00 AM – 12:30 PM

Viera Government Center, Building C, 3rd Floor, Atlantic Room
2725 Judge Fran Jamieson Way, Viera, FL 32040

Attendees:

Steven Bostel	Space Coast TPO
Dale Cody	Metric Engineering
Mark Askins	Metric Engineering
Jessica Moses	Metric Engineering
Travis Hills	Kittelson & Associates
Jim Liesenfelt	Space Coast Area Transit
Bob Torres	City of Cocoa Beach
John Adair	City of Cocoa Beach
Gavin Macvicar	City of Cocoa Beach
Jeff Ratliff	City of Cape Canaveral
Jenni Lamb	City of Melbourne
Kwabena Ofosu	City of Palm Bay
Corrina Gumm	Brevard County Traffic
Alton Robinson	Brevard County Traffic
Mark Warner	Canaveral Port Authority
Joseph Arena	City of Titusville
Michael Giorgio	City of Cocoa
John Denninghoff	Brevard County Public Works
Manny Sauleda	Metric Engineering (by phone)

Introductions

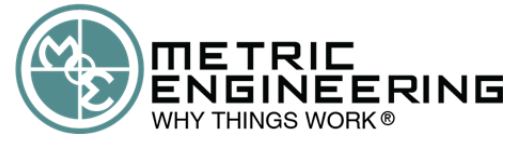
Each person at the meeting introduced themselves (see the list of attendees).

Review of Master Plan Task 1 – ITS Vision, Goals, & Objectives

Vision Statement – no remarks from stakeholders and moving forward pending TPO approval

Goals:

- Update the regional architecture
- Page 3 of Task 1 document
- Briefly addressed security (of networks and having a reasonable method to share information)



Objectives:

- Increase coverage by 50%
 - Does not include I-95 cameras
 - **Question: Increase surveillance, as a committee do we decide where?**
Answer: Next task will address this. Will be reviewing transit, ability for a route to have an alternate route, prioritizing corridors, and ITS networking
 - *One way to prioritize a road: may need to finish a network ring for redundancy which is key to create a resilient system*
- Reduce system wide delay for transit
 - Maximize the asphalt agencies already have for a more efficient roadway (communicating to motorists) and other multimodal aspects
- Improve reliability
 - Travel time reduction is not guaranteed. However, reliability should always be a goal.
 - ATMS can be reliable
 - **Concerns/Questions? No.**
- Improve real-time traffic management
 - Transit Signal Priority (TSP) can do it but is not the end all
 - **Question: Define TSP.** *Answer: Not preemption. It gives priority to the transit vehicles.*
- Response time to incident reduced by 10%
- **Question: Are you already analyzing roadways and systems in the area?** *Answer: Yes. Metric is/will do this. They also meet with stakeholders to capture the qualitative analysis of different municipalities.*
- **Question: Are you aware of future expansion plans in the area?** *Answer: Yes. Future projects go off the FDOT 5 Year Work Program along with other upcoming projects in the area.*
- Side note from FDOT: Fiber allocation is as needed basis

TMC Workshop Discussion Points

Discussed brief descriptions of a large TMC vs. a smaller TMC; used to not be able to show video feed on computers (hence the huge screens in larger TMC's) but now technology can which changes dynamics.

- Utilize an existing building – reasons:
 - Paying for utilities already
 - Operations & Maintenance is already built in to budget
 - Cheaper overall
 - Focus on the program working than being “pretty”



Where's the TMC going to be?

- **Question: Will there be redundancy? Can agencies remote control in? Will there be a second backup?** Answer: Talking with FDOT, possible sharing of information with District 5. They could see the information and share their resources.
- **Suggestion from stakeholder:**
 - Emergency Operation Center can be a backup.
 - Existing building
 - 3 locations where it can be accessed
 - Remote access
- **Question: Individual access per agency?** Answer: In general a regional group needs to be formed. The key is to not lose ownership so permissions will play a huge part.
- **Question: Who can change the signal systems and control cameras, etc.?** Answer: Anything is possible but how agencies work together will be the key.
- How does the Brevard area work together?
 - Right now 4 agencies operate and maintain signals (Melbourne, Palm Bay, Brevard County, Titusville)
 - Reasonable for Melbourne, Palm Bay, Brevard County, and Titusville to supply personnel since they already do it (be it in-house or out-sourced)
 - Under a regional umbrella under the TPO who would be an independent un-bias supervisor (but does not provide funds or resources)
 - **Question: Please clarify the roles of the personnel given to the TMC.** Answer: Same role/position as they have in their agency. Perhaps they spend a few hours performing tasks in other areas as well.
 - **Question: Why can't (for example) Titusville input own information and send it to the TMC.** Answer: In order to share resources, the entire region needs to be on the same level.
 - **Question: Center to Center module? Can agencies operate in different places? What does Broward County do?** Answer: Broward County is not the best comparison because they maintain the majority of the County Central Florida is the best example for different agencies working together.
 - **Question: How do they [CFL] do it?** Answer: Each has their own TMC, some have collocated and ITS routes through the Regional TMC.
- How are resources, money, ownership and more shared?
 - Colocation can open up the door for funding
 - FHWA loves this idea
 - Really gives the "bang for your buck"



- **Question: What if I am a smaller community? Do we utilize a money agreement?**
Answer: Not a non-player; scale of involvement to utilization of the system.

Went around the room and had each agency/municipality say what they hope to get through multiagency connectivity – opportunity to voice concerns and say what they are open to.

City of Cocoa Beach

- SR 520 is a constrained corridor which cannot be widened and has notorious congestion
- Hope to move traffic during peak hours and provide better hurricane evacuations
- They pay the County for maintenance

City of Melbourne

- Visions/Objectives of project, Melbourne is on board
- Wants fiber connectivity (overall and multiagency)
- They want to be a part of the progress, solution, TMC
- Melbourne (and Brevard County) has no extra staff
- Agencies do not use the full extent of ATMS to run reports, etc.

City of Cocoa

- Brevard County maintains their signals
- Wants efficiency of US 1 and SR 520 addressed

Question: What if TMC is not an option? *Answer: If agencies can work together, then DOT/TPO can fill the gap not covered by our regional team.*

Question: Why can't the group present everything to the County Commissioners and push it down from the top instead of from the bottom to them? *Answer: The ITS Master Plan was approved by the commissioners to start improvements. The TPO who released this contract is made up of the different counties commissioners so we have their support. However, they are not experts, so the Master Plan explains a technically sound plan to present and get the final approval.*

City of Cape Canaveral

- SR 520 is backed up to the Port usually
- Big regional events
- Their problem is one way in and one way out



City of Titusville

- Interested in the Master Plan
- They are a slow growing community
- They do not have coordinated systems
- 4 signals are interconnected
- They welcome the regional team but funding could be hard sell

Brevard County – Alton

- Local agreements for services of ITS in place with some municipalities
- Agreements need to be considered – how are they affected with a new regional team?
- Fiber has more operations and maintenance; repairs are tedious
- Benefits of conduit v. fiber
- County network touches all parts of the region

TMC involvement – agree on threshold for operations and then identify possible personnel; TMC responsible for the County altogether and maintains signals; could be tough with several agency coordination since everyone has different experiences.

Brevard County Public Works – John

- Operations and maintenance needs to be main focus
- Plagued by side street favoring system
- Operates without clear goals and can be subjective
- Buy into maintenance because preventative maintenance saves money

Question: What is the Port's involvement? Or, the TPO's expectations for the Port?

Answer: Funding, data sharing, communication of influx of traffic, perhaps perform freight movement during off-peak hours, etc.

Concern: Be aware of Port efforts: expanding SR 520, high pass on 401, SunRail from Orlando to Port.

Question: In context of fiber, individuals would see into cabinets and they change DOT timings, is that ok? *Answer: Talking about Active Arterial Management (AAM). Whoever is changing signal systems, everyone (DOT included) needs to be comfortable with that person (most likely a signal engineer with that expertise).*



City of Palm bay

- On board with overall goals
- Maintains 65 signals
- Priority: Babcock and Malabar
- Palm Bay Road (is under the County) – they like the relationship but would like to maintain it
- Sensitive to the work done over the years
- 40 – 60 hours for staff is a challenge

Brevard County – Corrina

- Staffing – they need more in the TMC and out in the field
- Pull resources from others for field maintenance and have more staff for operations

City of West Melbourne

- US 192 priority
- Pleased with the County's involvement
- Support by providing maintenance personnel
- A focus is increasing resources to enhance reliability

Space Coast Area Transit

- Focuses are: better flowing transit, more buses and maintaining schedules

Do we as a team want to prioritize maintenance? State is focused on operations, but perhaps maintenance should be the focus? Thoughts?

Question: Can agencies pull resources for maintenance?

Answer from Brevard County Public Works:

- *Previously the County fixes it and bills the individual city*
- *Cities have accepted that we provide that support*
- *Changes to maintenance modify interagency (local) agreements?*
- *Maintenance in the area, 70% is provided by the County*
- *Some cities not touched, but others are heavily involved*
- *Need more organization and planning to define maintenance*



Question: How does Brevard County repair fiber? Answer from Brevard County Public Works:

- *In-house: identify problem and scope*
- *Define if it is a maintenance issue or construction issue*
- *They do (in-house) splicing, signal location, etc.*
- *More we can handle in-house, happier the County would be*
- *As the County expands, we need to expand capabilities (out-sourced consultant only if truly necessary)*

Moving forward for the next meeting, meeting materials will include:

- Top 10 Performance Measures
- An ideal of the operations for a TMC
 - Base maintenance
 - Techs for fiber (locates, not maintenance)
 - Operators, etc.
- Dashboards (simple preview of signal system)
- Side by side comparison of ideal TMC v. Brevard County TMC
- Will also show future projections for adding 50 miles of fiber, CCTVs, and more.
- Example of some where the inter-agency cooperation has been successful