



Space Coast TPO – ITS Master Plan Stakeholder Meeting #4

MEETING MINUTES

October 28, 2014 from 10:00 AM – 12:00 PM

Viera Regional Park Community Center
2300 Judge Fran Jamieson Way, Viera, FL 32040

Attendees:

Steven Bostel	Space Coast TPO
Dale Cody	Metric Engineering
Mark Askins	Metric Engineering
Renata Caetano	Metric Engineering
Jessica Moses	Metric Engineering
Travis Hills	Kittelson & Associates
Kwabena Oforu	City of Palm Bay
Bob Torres	City of Cocoa Beach
Jeff Ratliff	City of Cape Canaveral
Scott Morgan	City of West Melbourne
Jenni Lamb	City of Melbourne
Corrina Gumm	Brevard County Traffic Operations
Devin Swanson	Brevard County Traffic Operations
Mark Warner	Canaveral Port Authority
John Denninghoff	Brevard County Public Works

Introductions

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

Upcoming/Future Projects Discussion:

- Possibly upgrade cabinets for future ITS expansion (Type VI)? May not be necessary everywhere, as the ITS equipment is getting smaller
- Separate cabinet from ITS and traffic signal equipment - not be needed

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

Task 2 has been given to stakeholders for input – waiting on comments.



Review of Task 3 – Transportation ITS Needs

Task 3 is still in progress and will be made available to the Space Coast TPO and stakeholders once completed internally.

Update to Task 4 – Identification of ITS Strategies

Task 4 is a baseline of future goals and will follow in following months.

ITS Strategies Presentation – *Please refer to corresponding presentation*

Went over the following as a part of the Potential ITS Technologies Presentation given by Dale Cody:

- Freeway Management
 - Managed Lanes (HOV, Value Priced, High-Occupancy Toll (HOT))
 - Rapid Incident Scene Clearance (RISC)
 - Road Rangers – not prevalent on arterials due to slow speeds, numerous driveways, more places to pull in and out of, etc.
 - Traffic Incident Management (TIM) Teams
 - Ramp Metering
 - Variable Speed Limits

- Arterial Management
 - Regional Signal Coordination

- Active Incident Management
 - Combine FMS & Arterial Management
 - Adaptive Traffic Control System
 - Work Zone Management

- Transit
 - Transit Signal Priority (TSP) and/or Queue Jumps for Buses

- Parking Management & Information Systems
 - Specifically, there is an app that tells users which parking garages are full or empty and how much the price for parking is (great for large cities where parking is an extreme problem)
 - Used in downtown areas and for special events

- Automated Traffic Enforcement
 - Red Light Cameras – reduces the severity of crashes, not the number of them

- Emergency Prep, Security, Response & Recovery



- Traffic/Weather Information
 - RWIS
- Travel Demand Management (ride matching programs)
- Future of ITS
 - Connected Vehicles Initiatives (Vehicle-to-Vehicle (V2V))
 - Driverless Vehicles (2018)
 - FRATIS – freight/fleet management
 - Smart Roadside Initiative

Stakeholder's suggestion/comments to include as possibility to the Space Coast TPO ITS Master Plan?

- Fiber is guarded by DOT/Federal Highway
- Work Zone Management/Special Events – temporary ITS can be included with roadway projects or permanent already existing infrastructure to manage the work zone
- Signal Coordination (adaptive and retiming)
 - Ability of adaptive to minimize the number of signal technicians – could be good
 - Not a “walk-away” technology
- Road Rangers: TPO is talking to DOT to bring to the Space Coast area
 - Who funds it?
 - I-95/SR 528 – DOT is very interested in extending to Volusia County
 - Stakeholders would like to see implemented in freeways
 - Great Benefit-Cost
- Lane Splitting?
 - Immediate detour possibility
 - Ties back to temporary Work Zone Management
- Transit – upgraded to real time
 - PIS System
 - Needs a more robust plan
 - Opportunity to get feedback about all of the ITS System
- Is there a way to alert a person before I even know there is an incident?
 - 511 System is working on this
 - Needs government/private 3rd party coordination
- TIM Teams coordination – TIM is a philosophy
 - Look into an arterial TIM Team. Combine with regional TIM Team.
- Reminder to stakeholders that input will be incorporated into the report.



Regional Baseline Presentation – Please refer to corresponding presentation

Went over the following as a part of the Regional Baseline Presentation given by Dale Cody:

- Problems & Contributing Causes
 - Delay from bad loops (12:1 Benefit to Cost by maintaining loops regularly)
 - Unreliable travel times
 - Lack of Performance Measures
 - Inconsistent/Insufficient infrastructure maintenance
 - **Comment:** Melbourne – cameras are failing from salt spray, depending on location but still a concern for the beachside areas – goes back to bad loops, etc.
 - *STUDY IDEA: Is there a maintenance cost difference between induction loop detection and video camera detectors?*
- Maintain Detection/Loops and Re-time Regularly – 12:1 Benefit
 - System self-detection of bad loops
 - Cooperation between agencies to repair loops as a full-time job.
- Infrastructure Management
 - Maintenance and Inventory – extremely important
 - What you have
 - How often you check
 - Track system failures
 - Fix them
 - Know when your fiber is being cut (FM – FDOT database for fiber)
 - Get the tools to manage everything
 - FHWA Guidelines
 - 70% of failures should be detected and responded to within 1 hour (during business hours) and 2 hours (during non-business hours)
 - Stock spare equipment
 - QA/QC documentation – inventory
- Staffing Guidelines
- ITS Needs
 - Anything that doesn't match the needs/concerns should be a comment to Metric from stakeholders – all Master Plan documents should ring true for what the stakeholders want and need
 - **Comment:** Where is the State/DOT going as far as interstate system since this will drive a lot of things for ITS and will impact all aspects of this potential Master Plan?
 - Space Coast area needs to ultimately understand where they want redundancy within DOT's plan
 - DOT needs to look at their Master Plan and Space Coast TPO Master Plan to ensure compatibility in the future



Conclusion

Meeting date will move to Wednesdays since Tuesdays are Board Meetings for a lot of stakeholders.

Action Items

- Dale: Update from District 5 on effectiveness of I-4 Variable Speed Limits
- Renata: Possible Study – Is there a difference between camera loop detectors and induction detector maintenance costs?
- Renata: Cameras going bad due to salt spray from ocean – corrosive to the equipment
 - Look into clear housing for cameras
- System self-detection of bad loops – possible?
- Renata/Dale: Staffing Guidelines – Opportunity cost calculation
- Dale/Renata: Look at FDOT's 5 Year ITS Plan in order to compare versus the Space Coast TPO Master Plan and ensure compatibility