



**Space Coast TPO – ITS Master Plan  
Stakeholder Meeting #1**

**MEETING MINUTES**

**April 22, 2014 from 10:00 AM – 12:00 PM**

Viera Regional Park, Room 1 & 2  
2300 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
Jack Freeman	Kittelson & Associates
Bob Kamm	Space Coast TPO – Executive Director
Laura Carter	Space Coast TPO
Jim Liesenfelt	Space Coast Area Transit
Allen Potter	City of Satellite Beach
Bob Torres	City of Cocoa Beach
Jeff Ratliff	City of Cape Canaveral
Jenni Lamb	City of Melbourne
Ken Poole	City of Rockledge
Kwabena Ofosu	City of Palm Bay
Scott Morgan	City of West Melbourne
Corrina Gumm	Brevard County Traffic
Devin Swanson	Brevard County Traffic
Alton Robinson	Brevard County ITS
Randy Wheeler	Brevard Public Schools
Bob Keeth	Volusia Planning
Jeremy Dilmore	FDOT – District 5
Tushar Patel	FDOT – District 5
Manual Rodriguez	FDOT – District 5
Trey Carlson	NASA / Kennedy Space Coast (KSC)
Steven Gilmore	NASA / Kennedy Space Coast (KSC)
Ryan Baie	Patrick AFB
Tim Leech	CCAF
Mark Warner	Port Canaveral



### **Opening Remarks:**

Steven Bostel, Project Manager, introduced himself and the project. He then introduced Bob Kamm, Space Coast TPO Executive Director, who took some time to give an opening statement:

- Past 15 years have focused on traffic operations
- Recent \$8 Million ITS Deployment
- No money or public support for major capacity projects
- ITS is the best “bang for your buck” with cost effective solutions addressing needs
- High support from elected officials (they like the short term deployments; seeing end results within their tenure
- Transit applications, the tourism industry, needs of the community, mobility
- Community effort and economic development
- Justifiable results (utilizing ITS)
- ITS & understanding the importance along with the involvement of everyone (team work)

### **Introductions:**

Introduced the technical team (Metric Engineering and Kittelson & Associates).

Each person at the meeting introduced themselves (see list of attendees on page 1). Each attendee announced name, organization and initial comments/concerns. General comments included: A1A traffic, general educational purposes, US-1, Palm Bay area, Malabar Road, traveler information, staying involved school bus efforts, SR 528, A1A near George King Blvd, gaps between participating municipalities, information dissemination practices, and network security.

Dale Cody, as meeting facilitator, began the meeting with a brief history of ITS; leading in to 2000, where ITS is more mainstream but needs to be utilized as a tool to maximize efficiency. Now the focus needs to be directed more towards sufficient operations and maintenance resources.

### **Operations & Maintenance (O&M)**

State and Federal realization:

- Need a system that can be operated and maintained (recurring costs)
- Important (new) approach: What can we operate? What can we maintain? Then build...
- Certain corridors are focused on
  - Create a transportation network, balance loads and inform travelers
- Methodology to utilize ITS tools to empower stakeholders; ultimately inform the public and provide benefit (i.e. alternative routes equals informed decisions)



**Challenge:** All organizations working together to create a network, share infrastructure and set reasonable O&M goals. Technology is flexible; the institutional part needs to work (cooperation).

*Attendees given the chance to ask questions or comments. None offered.*

## **Review of Contract Tasks**

### **a. Determine ITS Visions, Goals & Objectives**

- Review Preliminary Vision Statement
  - Vision statement will be sent to stakeholders for comments
  - Defines what we are doing with this project, the ITS Master Plan
  - Important for all to support the vision and institutional relationships

### **b. Identify Transportation Needs**

- Existing traffic control & ITS infrastructure
- Transportation needs (Bottle necks? Safety concerns?)
- Stay consistent with the LRTP and hear about local needs

**Question/Concern:** Stakeholder mentioned some benefits of ITS and how it could be used. Comment: If DOT buys equipment and infrastructure, we [stakeholders] can operate and maintain it.

- Looking at funding options – Key: before capital, look at O&M. For example: building a Traffic Management Center (TMC) without any operators to run it properly.
- All agencies come up with O&M goals for the next 5 years
- O&M – Lessons Learned after 15 years:
  - Not just maintenance
  - What's operating it?
  - Divert traffic in real-time (i.e. Active Arterial Management (AAM))
  - Look at recurring incidents: Document such instances to create viable solutions to incorporate into the ITS Master plan to maximize this project
  - Will need natural synergy between Operator and Signal Timing Staff
  - In terms of AAM, no one outside of Florida is doing this and the Space Coast ITS Master Plan really is on the forefront.

*Attendees given the chance to ask questions or comments:*

**Question/Concern:** Concern regarding the TMC – Palm Beach & Broward Counties monitor a lot of cities. There are still some cities that need to be incorporated.



- AAM needs to have all institutions working together, an integration of all people
- Plan for capital, build with O&M in mind for the long-term with performance measures
- Stakeholders to expect phone calls to get better feel (ITS, planner and transportation perspectives)
- During this process, everything is on the table as an option until deemed impractical

**c. Review Regional ITS Architecture**

- A task under this contract will to ensure FHWA compliancy
- Work with the Regional ITS Architecture and the proper channels
- Compliancy means eligibility for federal funding

**d. Identify Appropriate ITS based Solutions**

- Emphasize O&M
- Prepare for/accommodate future initiatives
  - As we start to plan, we have to think of the next technology
    - Make infrastructure easily upgradeable
  - Driverless cars / Connected Vehicles
    - Data needs to be connected
    - Cars become IP addresses
  - Dynamic Messaging Sign (DMS) & 511
    - Traveler Information could now go directly into cars; straight to center console screens
    - DMSs may become obsolete: already most expensive ITS to build and maintain

**e. Updated Concept of Operations (ConOps)**

- Working document
- Will function within the regional architecture

**f. Final Prioritized Master Plan**

- Will be completed correctly with efforts from everyone involved
- The ITS Master Plan should be what stakeholders agreed on – try to match needs with funds with O&M in mind
- Efforts include stakeholder workshops

*Attendees given the chance to ask questions or comments:*



**Question/Concern:** Inventory what is out there. Not only inventory existing infrastructure, but inventory resources, staff, baseline, and more.

Information needed from each stakeholder will need to include:

1. Number of technicians per signal
2. How you handle your locates
3. How you maintain

**Question/Concern:** FDOT member mentioned security concerns. How do the organizations handle overturn and security?

**Question/Concern:** What are the avenues to do all this (ITS)? How can we correct the initial deployment? How can we fix the current situation? Lots of crossover between the DOT and stakeholders needs to be looked at.

The approach is and will always be: where are we and where do we want to be?

- Network Management
- Multi-level security

TSM&O/AAM is the overall umbrella which encompasses local needs and utilizes ITS as the tool to address those needs.

**Question/Concern:** Looking ahead with more vehicles: wireless needs to be the only alternative.

**Question/Concern:** DOT has focused on incident management in the past. The TPO needs to create a reasonable master plan while looking at initiatives that Central Office and District 5 has given to us. DOT can “school” us on what they are doing so we have that framework which can be fed back into DOT’s plan to support them.

The District level is will be present throughout the process to help in any way. In regards to upcoming initiatives such as AAM implemented by Central Office, Metric Engineering is the firm creating this statewide document (Statewide AAM Needs Plan) for the transportation industry and is well versed on future programs. DOT is on board and interested in the live performance measures that can be calculated and documented through viable ITS initiatives. Live performance measures quantifies the efficiency of working ideas and gives purpose, creates a business case for everyone to keep O&M funding alive.

**Question/Concern:** Missing from this meeting: Law enforcement and Emergency Management Services (EMS). Their specific needs should be incorporated as well.



**Question/Concern:** During a recent SEMP meeting, comments were made that may help.

**Question/Concern:** EMS already have Traffic Incident Management (TIM) Meetings developed.

Metric Engineering can facilitate the relationship between first responders and TPO stakeholders since they currently run the District 5 TIM Meetings.

**Question/Concern:** Also need involvement from: Communications, IT, dispatchers from emergency response agencies.

**Question/Concern:** Create a mobile application.

**Conclusion:**

This will be a fresh approach. Everything will be on the table as an option and discussed as a group.

Stakeholders are asked to voice opinions, be blunt, and are encouraged to bring up any topics that have not been addressed.

**Future Meetings**

- The fourth Tuesday every two months. Next meeting will fall on: June 24, 2014
- Same location and meeting room(s)
- Focused Workshops:
  - TMC
  - Major Routes/Realistic Alternatives
  - Existing Infrastructure
  - Possible ITS Deployments