

TMACOG ITS Architecture Update: Workshop Meeting Notes
Wednesday, April 7, 2016
10:00am-3:00 pm MST
TMACOG Boardroom
300 Martin Luther King Jr. Drive, Suite 300, Toledo, OH, 43604

Attendees:

Mike Blackston, TARTA	Greg Bonfiglio, Lucas County 911
Travis Bonnett, Ohio Turnpike Commission	Abby Curtis, Lucas County EMA
Jennifer Foley, MDOT - University Region	David Gedeon, TMACOG
Phoenix Golnick, ODOT District 2	Nick Hegemier, ODOT
Lisa Householder, TMACOG	Karl Huss, City of Toledo
James Jones, Lucas County Sheriff	Kevin Mangan, City of Toledo
Stephanie Palmer, MDOT - Univeristy Region	Wendy Ramirez, MDOT - Brighton TSC
Mike Shrewsberry, Lucas County Sheriff	Alex Weiss, Lucas County Engineer
Christopher Williams, SEMCOG	Katie Zehnder, HNTB
John Baker, ConSysTec	Bruce Eisenhart, ConSysTec

Welcome, Introductions & Project Overview:

Bruce Eisenhart kicked off the workshop and provided an agenda for the meeting:

- Welcome, Introductions, & Project Overview
- ITS Architecture Overview
- Review and Update TMACOG Regional ITS Stakeholder and ITS Elements
- Discussion of Regional ITS Projects
- Service Package Overview/Prioritization
- Review and Update ITS Services
- Operational Concepts/Interagency Agreements
- Use of Regional ITS Architecture
- Next Steps

The attendees then introduced themselves. Bruce Eisenhart provided an overview of the TMACOG ITS Architecture Update project, including project tasks and project schedule.

ITS Architecture Overview

Bruce Eisenhart provided an overview of ITS Architecture, including the relationship between the US National ITS Architecture and regional ITS architectures, as well as the benefits of a regional ITS architecture.

Stakeholders and Elements:

Bruce Eisenhart provided a definition of stakeholders and elements, then reviewed the elements sorted by stakeholder derived from the current Turbo Architecture database. The following changes/comments were noted:

The MDOT University region is operated out of the MDOT Statewide Center. Devices can be monitored from SEMTOC (Southeast Michigan Traffic Operations Center), but are primarily controlled from the Statewide TOC. This will be updated in the Turbo Architecture database.

The Lucas County EOC has an app that integrates traffic data and power outage information. This is called the Lucas County EMA app.

Lucas County has one 911 system for the whole county operated by Lucas County Emergency Services 911. There are 6 PSAPs in Lucas County but the "mothership" is the Lucas County Emergency Communications Center. The 911 Center is co-located with Toledo Police and Fire, as well as the dispatches for most western Townships. Toledo Police/Fire/EMS all have their own dispatches. Lucas County functions as a backup for Township dispatches and calls. The Lucas County Sheriff responds in the city if requested, but is primarily responsible outside townships.

The CAD System for Lucas County, City of Toledo and Townships is under one system and is consistent for all PSAPs and Lucas County Emergency Services 911 is responsible for all the CAD systems. The Monroe County Sheriff is the Michigan public safety agency that Lucas County would coordinate with. They are working on radio interoperability right now.

The Ohio Turnpike no longer has Weigh in Motion on the roadside. The Turnpike uses WIM to charge tolls, but not at the roadside along the turnpike.

The ODOT Service Patrol is dispatched from the Statewide TMC.

The architecture will include the TARTA app. It may also need to include a future One Call Center for all paratransit services.

Lucas County Emergency Management has a wireless notification system that can be sent out by Lucas County Dispatch.

SEMCOG overlaps with parts of Monroe County. Most of their work is further north, but it is within the region.

Projects

Bruce Eisenhart introduced the current list of ITS projects based upon the stakeholder interviews. The following changes/ comments were noted:

- Lucas County Emergency Management is thinking about updating their 911 Center. This could look more like a TMC, with ODOT cameras being displayed on a video wall through OH.GO. ODOT can grant special access to cameras on OH.GO. Many city and counties access this already, as well as the media.

- ODOT may be adding DDMS – these are permanent signs that display variable travel times. ODOT is in the process of updating their travel time contract. Currently, they are using Doppler and INRIX data. There are challenges coordinating video between MDOT and ODOT because of Michigan firewall regulations. MDOT is currently looking at cloudsharing applications for CCTV that could enable this in the future.
- MDOT is looking at an ICM (Integrated Corridor Management) project in Monroe County because of reoccurring incidents and a parallel route. The team will add a project called I-75 ICM.
- ODOT has cameras on arterials in some Districts – this is District functionality, but it is viewable at the Statewide TMC. ATDM could be a long-term project for District 2. This would include signs over lanes, allowing dynamic lane control. MDOT is looking at this as well. This could include speed recommendations as well as lane control.
- TARTA is looking at upgrading their camera systems, and potentially sharing video feeds with public safety agencies.
- TMACOG would consider traffic counting by gathering data from other agencies, rather than themselves. Currently, TMACOG members can upload counter information directly to a server. Add an "enhanced data collection capabilities" that could incorporate data collection from city/state/county, as well as third party data providers such as INRIX or WAZE.
- Turnpike has AVL in foreman vehicles. ODOT has cameras on service patrol vehicles as well as AVL.
- ODOT is interested in wrong-way driving solutions. The project team will adapt services from Florida to put in high-level projects and solutions for wrong-way driving. ODOT currently has a pilot program in another region that uses sensors to detect vehicles going the wrong way on ramps and alerts the TMC and public safety.

Services

Bruce Eisenhart reviewed the concept of service packages, and reviewed some key service packages with the attendees.

ATMS01-1: Add 3rd party data and the OH.GO mobile application.

ATMS01-2: Add 3rd Party data

ATMS06-1: Add OH.GO APP. Add a note confirming that "traffic information for media" includes CCTV images.

ATMS03-1: Changed Toledo Traffic Signal System to Traffic Management System.

ATMS07-1: Delete ODOT Central Office – this is the same as the Statewide TMC. There is no need for a connection between the ODOT D2 Office and the ODOT Statewide TMC.

ATMS08-1: OSHP receives traffic images from ODOT

ATMS08-2: Deleted neighboring jurisdictions.

ATMS20: Add Public Safety to this service package.

APTS09: Add Lucas County Transit Signal Priority

EM06, EM07: Add Personal Information Access also receiving alerts and information.

EM10: The EOC issues alerts directly

Global: Delete Metro Information Systems and ODOT Central Website

AD1: Vehicles send crash reports, not centers.

Agreements :

MOU for mutual aid – short term between turnpike and ODOT

TARTA has a fare-sharing agreement with LakeTran – allows transfers.

MDOT has an agreement with Monroe County road commission for maintenance and snow removal. This includes clearing snow on I-75.

Toledo and ODOT maintain their own equipment.

The following existing agreements were discussed:

Use of Regional ITS Architecture and Next Steps

Bruce Eisenhart reviewed the use of the Regional ITS Architecture. The Draft ITS Architecture will be available for review in the coming weeks, and a link will be sent out to all attendees. There will be a stakeholder review period. Once comments are collected, the architecture will be updated and finalized. In addition, there will be a final presentation to stakeholders.