



MEETING 1 NOTES
 Intelligent Transportation Systems (ITS) Steering Committee
 Thursday, March 4, 2021
 1:30-3:00 PM
 Virtual meeting hosted in
 Parks and Recreation Administration Building
 1141 Massachusetts St

Agency		Stakeholder	Agency	Stakeholder	
	FTA	Eva Steinman	X	Lawrence	Nick Hoyt
X	FHWA	David LaRoche	X		Dustin Smith
X	KDOT	Michael Flory, Taylor McHenry, Garry Olson	X		Caleb Pettengill
X	KTA	David Jacobsen	X		Micah Seybold (Alt)
X	KC Scout	Randy Johnson	X		John William
	Baldwin City	Ed Courton	X		Rob Neff
	Eudora	Branden Boyd			Kevin Fussell
			X	Douglas County	Chad Voigt
			X	Lawrence Transit	Adam Weigel
			X	KU On Wheel	Aaron Quisenberry
Staff			Public		
X	L-DC MPO	Jessica Mortinger	X	Auston Jacobsen	
X	L-DC MPO	Ashley Bryers	X	Nikhila Gunda	
X	L-DC MPO	Sarah Buford			
X	L-DC MPO	Ari Leyva			

1. Zoom Meeting Preamble (1:32pm)

2. Introductions – Introductions were made.

3. What is Intelligent Transportation Systems (ITS) - Presentation given by Ashley Bryers.

- View our Current ITS Plan at - <https://lawrenceks.org/mpo/its>
- National ITS Reference Architecture - <https://local.iteris.com/arc-it/index.html>
- Edmond, Oklahoma ITS Video- <https://youtu.be/B1mRv-1qRM>
- Tennessee DOT ITS Video - <https://youtu.be/aZjDftmrE28>

4. Plan Update Process

Task	March 4 @ 1:30 - 3:00	March 29 @ 1:30 - 3:00	April 13 @ 10:30 - Noon	April 26 @ 1:30 - 3:00	May	June
Development						
Steering Committee	Kickoff	Meeting 2	Meeting 3	Meeting 4		
Meeting Topic	Overview, Discuss ITS needs, & Verify goals (T2040 & ITS)	Discuss projects (new & old)	Discuss timeline, priorities & necessary agreements	Review draft plan		
Homework	Review & comment on ITS needs & Review existing projects for Meeting 2	Provide any further comments on projects	Review & comment on necessary agreements	Review & comment on draft plan		
Review						
15-day public comment period					Anticipated - May 6 - May 21*	
Document public comments & make necessary edits					X	
TAC/MPO Policy Board consideration of ITS Plan						Anticipated - June 1 & June 17*
Pending Policy Board approval post online and send to KDOT, FHWA, and FTA						X

* Anticipated dates. The final dates depend on how the planning process advances.

2.25.21

** Public participation process includes: Newspaper advertisement, email to subscription list, place document online and at public locations - Baldwin City Public Library, Eudora City Hall, Lawrence Public Library, LeCompton City Hall, and MPO Office, send to TAC and Policy Board for review

5. ITS Goals and Transportation 2040 Goals Discussion

Goals

Transportation 2040 Goals

1. Enhance transportation options and choices for improved system performance
2. Efficient movement of people, goods, and freight
3. Prioritize preservation, safety, and security of the transportation network
4. Minimize adverse social, economic, and environmental impacts created by transportation

ITS Goals from 2015 Plan

1. Integrate efficient and effective ITS into regional transportation planning and project development.
2. Improve information sharing among the region's transportation agencies and with the public.
3. Increase the safety and security of all modes of transportation through improved infrastructure monitoring and emergency management.
4. Improve the utilization of existing facilities and infrastructure.
5. Improve the ability to evaluate and measure the performance of the transportation network through the effective use of technology.

Do you have any changes to the ITS Goals?

Add your thoughts using the sticky notes on the left side. Use any shape or color you like.



Are these goals supportive of the City of Lawrence Strategic Plan? Or how do they relate to the 5 sustainability guiding principles? fiber master plan?

How do goals relate to City of Lawrence Asset management plan /process?

6. ITS Needs: Discussion of needs identified in the last plan

The committee worked through each agenda item.

a. Arterial/Traffic Management Needs

1

Goals

Transportation 2040 Goals

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Do you have any changes to the ITS Goals?

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Are these goals supported by the City of Lawrence Strategic Plan? Or how do they relate to the 5 sustainability goals? (priorities? floor review plan?)

How do goals relate to City of Lawrence Asset management plan /process?

Next Step:

Discuss ITS Needs Identified in the

bus dash cam video available

review standards for camera needs; review site location before placement

camera policy about traffic light cameras - city working on

PTZ camera or 360 camera to see in all directions similar to 11th & mass/ city hall (not moveable/no zoom) for working crashes

2

Arterial/Traffic Management Needs

Need	Relative Priority (High, Medium, Low)	Progress/Activities
Improve traffic flow at intersections through improved signal timing and control.	High	this week new timing plans for Iovis, 8th, clinton pkwy, 31st st other timing plans needed - bob bilings, downtown, n 2nd, don't know where next
Improve traffic information dissemination.	High	traffic count data added to interactive GIS map DMS boards - in progress on K10 stacked cars warning on K10
Improve event management.	High	
Implement or improve signal coordination.	High	have counts for south and ku basketball, but not the plans This year's traffic signal timing set up South Iowa Traffic timing plan wait want to do ku football timing plan and downtown timing plan
Improve incident detection.	High	need master plan of signal communication - have camera fiber master plan IT is developing fiber to all signal intersections added traffic cameras need updated GIS police goal camera on every traffic light
Improve parking management and parking information.	Medium	KTA truck parking info: https://kta.usd.edu/transport Spring 2017 implementation of real-time parking system. LPR, looks in 150 or meters at lots.
Improve information sharing among agencies.	Medium	
Improve system operation monitoring.	Medium	exploring real time monitoring (weave delay, 8 intersections) future possible deployment fiber connected intersections connected for monitoring Transit dispatch monitors real-time bus locations thru AVL system fiber to south Iowa would help - south of clinton pkwy
Improve arterial roadway traffic surveillance.	Low	
Reduce transit vehicle delay at key intersections.	Low	transit improvements for ITS will be identified as part of the transit center development?
Reduce emergency vehicle delays at signals.	Low	would be nice for police - think we have for fire and EMS - gps preemption fairly new - need year

Any other needs to add?

Within the service areas, the needs have been prioritized as high, medium or low based on Stakeholder input.

High priority needs are those that were identified by a broad cross-section of Stakeholders and were considered very important to improving the efficiency and safety of the transportation network.

Medium priority needs were those that were identified by fewer Stakeholders, or were identified as less critical.

Low-priority needs are those that were identified by specific Stakeholders or were considered important to the Region but not critical at the present.

Description

This area addresses the management of the movement of all types of vehicles, travelers and pedestrians throughout the transportation network. It deals with information collection, dissemination, and processing for the surface transportation system. It covers both automated monitoring and control activities as well as decision-making processes (both automated and manual) that address real-time incidents and other disturbances on the transportation network, as well as managing travel demand as needed to maintain overall mobility.

Arterial / Traffic Management Needs

Examples of arterial/traffic management include: Signal Coordination; Centralized Control; Traffic Information Systems; Vehicle Detection Systems; Video Systems; Adaptive Signal Control; Traffic Management Systems/Centers; and Highway Rail Intersection Technologies.

b. Freeway Management Needs and Public Transportation Needs

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Freeway Management Needs		
Need	Relative Priority (High, Medium, Low)	Progress/Activities
Improve traffic information dissemination.	High	
Improve information sharing among agencies.	High	
Improve inter-agency coordination.	High	
Improve incident detection.	Medium	
Improve system operation monitoring.	Medium	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; padding: 2px;">KTA cashless tolling system wide switch - no tollbooms at any - early 24</div> <div style="border: 1px solid black; border-radius: 50%; padding: 2px;">https://www.kstx.com/cashless-tolling</div> </div>
Improve freeway traffic surveillance.	Low	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; padding: 2px;">lawrence working to expand fiber to K10 interchanges - next few years</div> <div style="border: 1px solid black; border-radius: 50%; padding: 2px;">cameras on toll plazas and some on 70 but not in DGCO</div> <div style="border: 1px solid black; border-radius: 50%; padding: 2px;">not identified yet for K10 expansion</div> <div style="border: 1px solid black; border-radius: 50%; padding: 2px;">K10 was 27th camera 2020 - didn't have more than cell communication before, but was updated</div> </div>
Improve incident management in urban areas.	Low	
Any other needs to add?		

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Freeway Management Needs

Examples of freeway management systems include: Vehicle Speed Detection Systems; Video Systems; Ramp Metering; Variable Message Signs; Highway Advisory Radio; and Traffic Management Systems/Centers.

4

Public Transportation Needs		
Need	Relative Priority (High, Medium, Low)	Progress/Activities
Improve multi-modal traveler information.	High	Transit priority to make real-time info GTPS-RT feed for app integration
Improve information sharing among agencies.	High	maybe look into Revel to link paratransit trips - rtac
Improve transit traveler information.	High	Real-time bus location information available on DoubleMap app Real-time signage to be included in transit center development
Reduce transit vehicle delay at key intersections.	Medium	transit preemption - would be helpful
Enable dissemination/display of real-time bus arrivals.	Medium	Real-time bus location information available on DoubleMap app Real-time signage to be included in transit center development
Improve service planning (scheduling and run-cutting).	Medium	Contractor builds out of fiscal currently. Possibility to expand transit package to include scheduling.
Improve fare payment systems	Medium	PTAC interested in mobile fare payment. Fare free discussion as part of 2021 Route Redesign Study
Improve regional and interregional trip planning.	Low	Possible Mobility Manager for future workload commitment Local Equity considerations for education and trip planning
Automate passenger counting.	Low	APC installed on fixed route
Improve fleet management.	Low	Developing fleet replacement plan for more regular replacement
Any other needs to add?		

Description

This area addresses the management, operations, maintenance and security of public transportation to enable them to provide transit services that operate in a timely and efficient manner, delivering operational information, including multimodal information to the operators and users. This area covers both fixed route and demand response systems, as well as those passenger rail systems operated by transit agencies.

Examples of public transportation systems include: Public Transportation Management; En-route Transit Information; Personalized Public Transit; Public Traveler Safety; Traveler Service Information; Ride Matching and Reservations; Smart Card Payment/Transaction Systems.

c. Public Safety Needs and Maintenance and Construction Needs

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Public Safety Needs		
Need	Relative Priority (High, Medium, Low)	Progress/Activities
Improve event management.	High	
Improve incident response coordination between agencies.	High	Lawrence Transit working on policy for providing warning bus for DGCO emergency personnel during emergency events
Improve information sharing among agencies.	High	
Improve incident detection.	Medium	
Improve incident response times and routing.	Medium	
Improve transportation system performance monitoring.	Medium	
Improve road/weather condition information.	Medium	
Improve bicycle/pedestrian warning systems.	Medium	bike detection loop at Miss and 14th 21st and mass - new bike signal moving toward count-downs & audible (maybe) for ped crossing - signal plan looked at this
Improve ability to monitor and provide information about flooding.	Medium	change policy to close I-10 and Haskell to close before flood than after sensor will have rain gauges - build out to have stream monitors as well improved pumps at underpass near Johnnys - more work occurring DGCO - lake level sensor at lone star lake - radar alerts - march 2018
Improve access to regional cameras.	Medium	thinking about coordinating I-10 and I-25 near city - don't know policy necessary
Enable remote emergency control of signals.	Low	Police - kinda have it - can plug in remote control at traffic box at football and basketball games traffic control can make adjustments from the office for signals on fiber - find out number of signals on fiber
Monitor transit vehicle locations.	Low	AVL system allows dispatchers to monitor transit vehicle locations
Any other needs to add?		

Description
This area addresses the management by public safety agencies of emergencies or incidents in the transportation network including those relating to HAZMAT materials that are transported through the transportation network. It covers public safety (police, fire, and emergency medical services) agencies using emergency management services to improve their response to emergency situations. The area also addresses how emergency operations centers interact with transportation and public safety agencies to support response to disasters and for evacuations impacting the transportation network.

Examples of public safety systems include: Incident Detection; Incident Management; Hazardous Materials Response and Handling; Emergency Notification and Personal Security; Emergency Vehicle Management; Advanced Dispatching and Response Systems.

6

Maintenance and Construction Needs		
Need	Relative Priority (High, Medium, Low)	Progress/Activities
Improve coordination on construction notification and information distribution.	High	MISO Emergency alerts gotten better MSO - construction alerts, quality control, maintenance map of all active ROW permits DGCO close road 2015, it is
Provide quality real time congestion related information.	High	kdoo will be working on more robust data in work zones and traffic - haven't done it yet
Provide signal preemption for some maintenance fleet vehicles.	Medium	
Improve/enhance work zone traffic handling plans.	Medium	plans are reviewed now as part of ROW process for traffic control
Increase use of portable traffic control equipment (Dynamic Message Signs, Highway Advisory Radio, etc.).	Medium	K10 DMS signs installed speed feedback signs part of NTPM
Improve maintenance response to incidents and requests.	Medium	
Improve fleet information/management (maintenance schedules, mileage accumulations, tracking snow removal vehicles w/ AVL).	Low	pavement condition and temperature sensors - attached to traffic pole - to streamline snow removal all DGCO snow vehicles have temp sensors DC veh soft snow City IT / MSO Working on AVL for additional sensor inputs on Snow Vehicles, give up down, sender open/closed city / ren sens displ
Interagency coordination on most advantageous placement of maintenance vehicles (prior to anticipated need).	Low	asset management changes need to discuss with fleet manager
Any other needs to add?		
include future shared mobility - scooters, bikeshare		

Description
This area addresses the monitoring, maintaining, improving, and managing roadway physical condition and its associated infrastructure equipment, as well as the available resources necessary to conduct these activities. This area includes work zone management and safety, and the dissemination of maintenance and construction activities to other centers.

Examples of maintenance and construction systems include: Advanced Work Zone Management and Traffic Control; Vehicle Detection Systems; Video Systems; Vehicle/Speed Detection Systems; Variable Message Signs; High Advisory Radio; Integration with Traffic Management Systems/Centers; Advanced Dispatching and Routing Systems; Advanced Vehicle Tracking Systems; Fleet Maintenance and Management Systems.

d. Traveler Information Needs and Commercial Vehicle Operations Needs

		7		8				
		Traveler Information Needs		Commercial Vehicle Operations Needs				
		Need	Relative Priority (High, Medium, Low)	Progress/Activities	Need	Relative Priority (High, Medium, Low)	Progress/Act	
<p>road map - improve</p> <p>CO live traffic for vehicles</p> <p>arger show how have ons, but only eyed in cab</p>	Improve multi-modal information.	High	improved notices about lane closures and transit route changes - email and social media	Disseminate better information regarding limited alternative routes.	Medium			
	Improve traffic information dissemination.	High	expanded social media for traveler info KDOT/ KTA	west bound K10 and woodland - KC Scout - could display messages	Provide interstate/inter-region traveler information covering a wide area (targeted to commercial vehicle operators).	Medium		
	Provide quality real time congestion related information.	Medium			Improve congestion management during seasonal/local events.	Medium		
	Expand traveler information delivery methods.	Low			Improve truck routing in rural/ small-towns.	Low		
	Provide better road construction information and notification.	Low	creating project websites for larger road projects	improved notices about lane closures and transit route changes - email and social media	construction company puts up DMS X days before to work - new	GIS links directly to construction permits	Low	
	Improve weather and road condition information.	Low		snow traffic camera - upgrade to the still shots			Low	
		Any other needs to add?		Any other needs to add?				
<p>of the well also</p> <p>rk</p> <p>way ranced set</p>		<p>Description</p> <p>This area addresses the provision of both static and dynamic information about the transportation network to users both prior to and during their trips. It includes information about multi-modal options and transfers and the status of other transportation modes for use by the users. Providing static and dynamic signage information directly to drivers through in-vehicle devices is also covered by this area.</p> <p>Examples of traveler information systems include: En-route Traveler Information; Pre-trip Traveler Information; Portable Event Management Systems; In-vehicle Route Guidance; Traffic Information; Variable Message Signs; Highway Advisory Radio; Internet, Media; Tourist Information Systems.</p>		<p>Description</p> <p>This area addresses the management of the efficiency, safety, and commercial vehicle fleets and the movement of freight. It includes a expedite the authorization process for freight to move across nation jurisdictional boundaries, activities that expedite inter-modal transfe and the operation of freight vehicles that exchange information on t carrier, the vehicle, the driver, and, in some cases, the cargo to enh operations and management.</p> <p>Examples of commercial vehicle operations systems include: Comm Electronic Clearance; Automated Roadside Safety Inspection; On-bc Monitoring; Commercial Vehicle Administration Processes; Hazardo Incident Response; Commercial Vehicle Fleet Management; Service Agricultural Harvesting and Migration.</p>				

g. Support Needs and Sustainable Travel Needs

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Support Needs	
Relative Priority (High, Medium, Low)	Progress/Activities
	city started developing map to show where snow removal vehicles have been

onitoring, maintaining, and managing of the connected includes, centers, field equipment, vehicles, and traveler covers the security and privacy of the communications in environment as well as fundamental services, such as bution, that support the full range of ITS services.

13

Sustainable Travel Needs	
Need	Relative Priority (High, Medium, Low)
	electric vehicle charging stations added at SPL - derek for #
	transit will have 5 electric vehicles and charging infrastructure by 22
	ask jasmin about downtown charging stations

Description
This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals and ramp meters to managing HOV/HOT lanes, monitoring vehicle emissions and managing vehicle electric charging stations.

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h. Vehicle Safety Needs and Weather Needs

14

Vehicle Safety Needs		
Need	Relative Priority (High, Medium, Low)	Progress/Activities
		dash cam to add features audible signals to divers?? - transit

tion
 ea addresses the vehicle's safety for automated, connected and non-ed vehicles. Its focus is on the enhancement of safety, security and icy in vehicle operations, by warnings and assistance to users or input to aration of the vehicle.

15

Weather Needs		
Need	Relative Priority (High, Medium, Low)	Progress/Activities
		transit app - push notifications of delays due to weather - 2017

Description
 This area addresses activities that monitor and notify users and transportation network managers of weather and environmental conditions that have an impact on the road transportation network and its users.

- 7. Next Meeting – Meeting adjourned at 2:59pm.**
- Meeting 2 - March 29 @ 1:30
 - Prepare for the meeting by reviewing the existing projects (will send out)
 - Meeting 3 - April 13 @ 10:30
 - Meeting 4 - April 26 @ 1:30