

TXDOT ITS STRATEGIC PLAN DEVELOPMENT

Agency Follow-up: Sherman-Denison Stakeholders

June 26, 2013

9:00 a.m.

TxDOT, 3904 US 75, Sherman, Texas

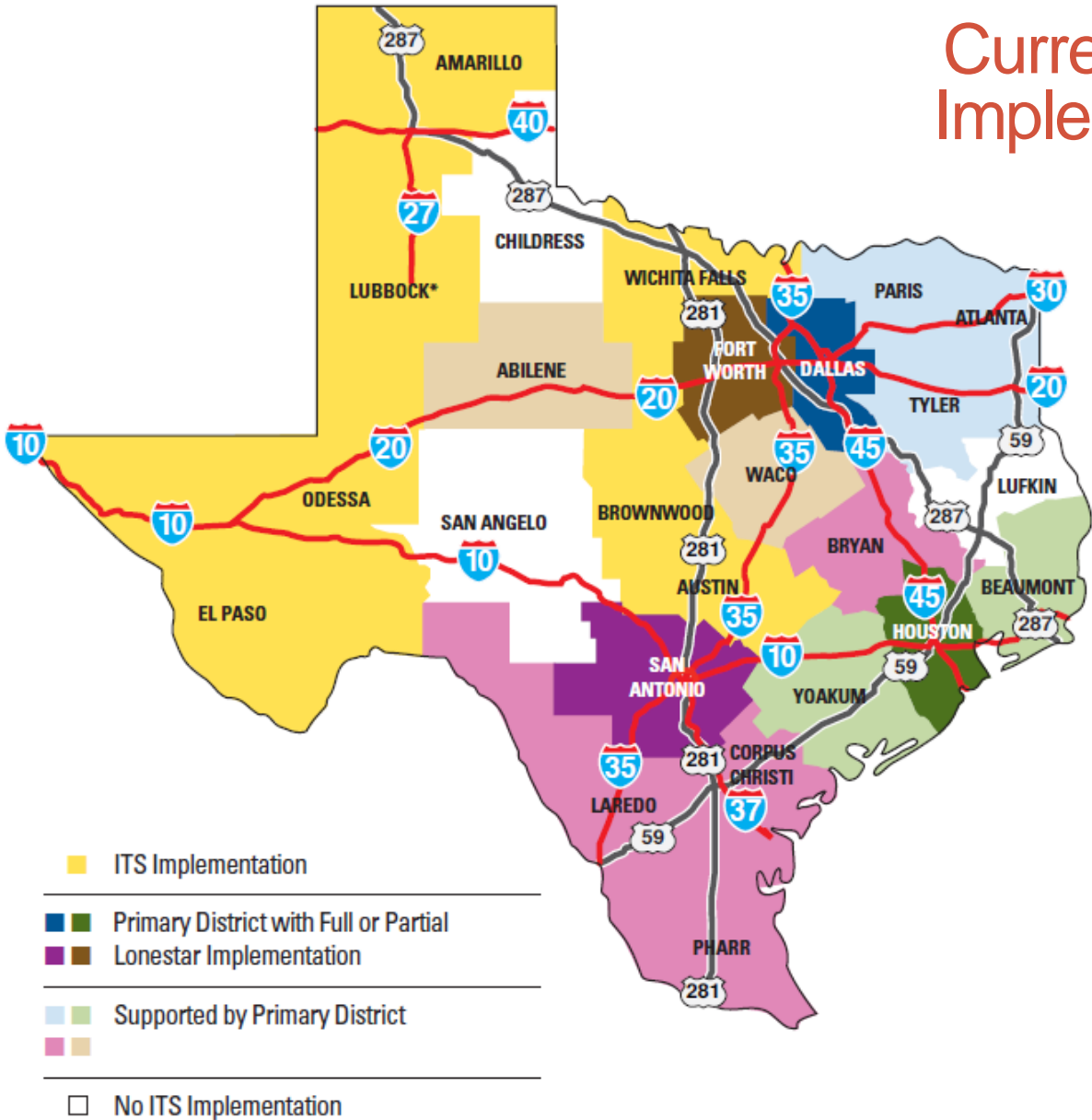
Project Objectives

- Assist TxDOT in developing a statewide ITS Strategic Plan
- Key Steps
 - Identify Regional Needs (2012 Stakeholder Meetings)
 - Develop Strategic Plan Draft
 - Present Draft Plan to stakeholders and obtain comments
 - Finalize Strategic Plan by incorporating stakeholder input

2012 Stakeholder Feedback

- Existing ITS infrastructure deployments necessary to support TxDOT core mission
- Agencies that provided traffic signal ITS services desired to continue
- Desire to fill in the gaps and complete the build-out of existing systems
- Need to have dedicated funding for ITS
- The desire for additional ITS services is tempered by funding and staffing limitations.
- TxDOT maintain ITS leadership role

Current TxDOT ITS Implementation and Coordination



*Operated by the City and the District

Discussion

- If money were no object and you had unlimited resources for ITS, what would you want to do or accomplish with respect to ITS in your region?

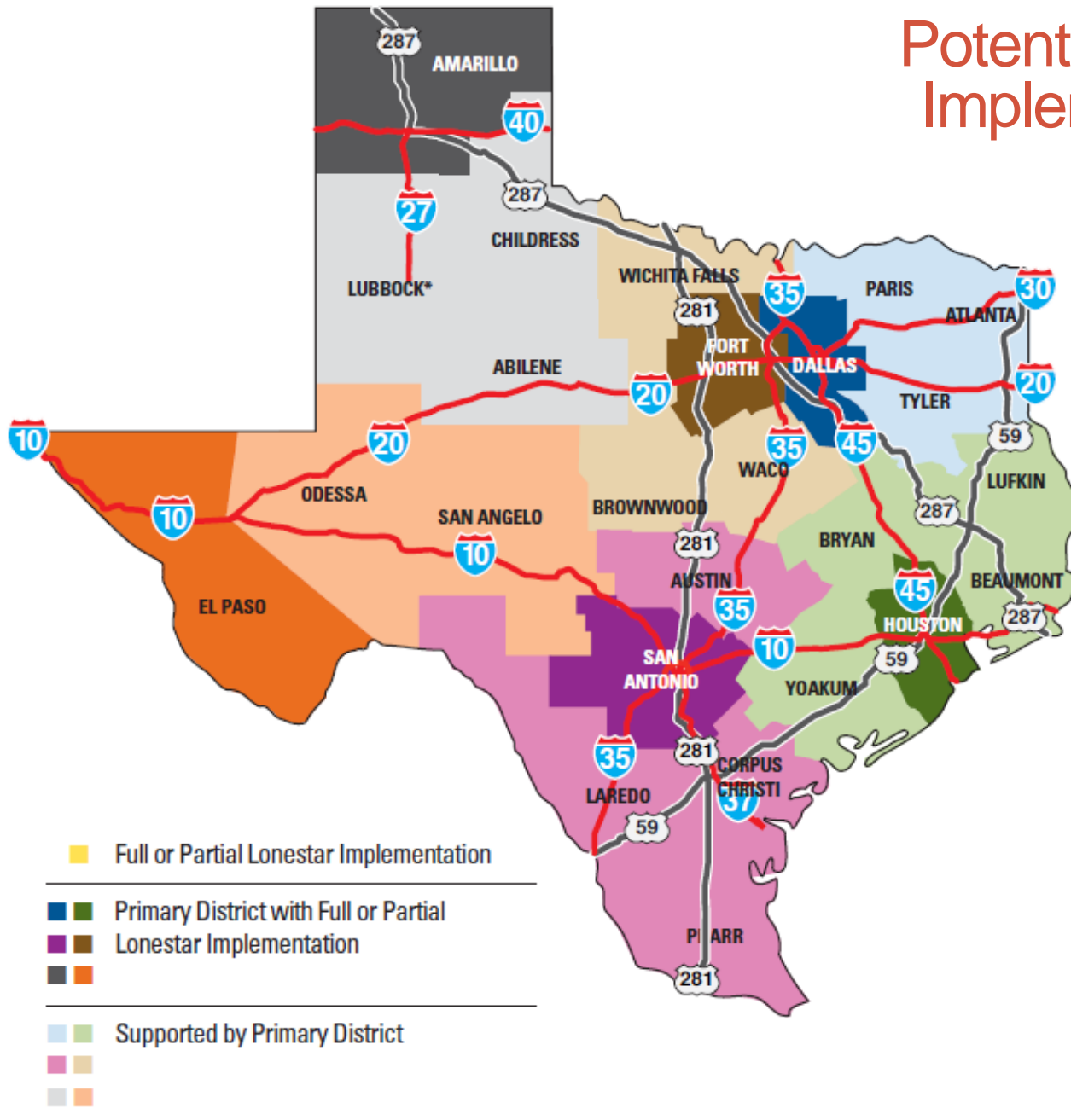
Candidate TxDOT ITS Archetype

- Consolidate core ITS functions into several primary traffic management centers
- Operate 24 hours/day 365 days/year
- Primary responsibility for day-to-day operation and maintenance all ITS devices in the region
 - Implement response plans developed in cooperation with districts & local agencies
 - AMBER, Silver & Blue alerts
 - Traffic incident management response plans
- Local districts provided with remote access but primary center has ability to override to support higher statewide functions

Candidate TxDOT ITS Archetype (continued)

- TxDOT statewide Lonestar Traffic Management software system for the smaller districts
- Center-to-center connectivity to neighboring centers
- Statewide communication infrastructure

Potential TxDOT ITS Implementation and Coordination



Core Functions Supported by Primary TMC

- En-route information systems (DMS, HAR, etc.)
- Freeway surveillance and sensor systems
- Data archiving and performance measurement/monitoring
- Operation of dynamic control devices (RM, LCS, etc.)
- Operation of ATDM
- Work zone ITS
- Weather-responsive traffic management (snow/ice, hurricane events)
- Coordination of potential asset sharing
- ITS performance monitoring

Role of Division

- Oversight of all ITS programs, projects, equipment and agreements statewide
- Statewide ITS architecture and deployment plans
- Statewide communications infrastructure
- Centralized traveler information website
- Operations performance and design standards
- Centralized ITS construction, maintenance and operations budget
- Funding agreements/resource sharing
- Asset management

Role of Districts

- Identify ITS needs and operational issues
- Coordinate inclusion of ITS projects in TIP
- Incorporate ITS infrastructure into local construction
- Continue operations and maintenance of signal systems

Role of Local Partners

- Developing pre-trip and non-roadway based traveler information (e.g., 511, social media, etc.)
- Operate and maintain traffic signals and non-TxDOT ITS devices
- Developing ITS/traffic management infrastructure on non-TxDOT operated facilities
- Support development of local response plans

Discussion

- Would this be effective in your region?
- Is there a different way to structure it that would be more beneficial to you?
- How do you see your organization fitting into this structure?
- What would be your preferences in how this structure functions?

Additional Questions or Feedback

