

APPENDIX D

RESPONSES TO STAKEHOLDER COMMENTS

This page intentionally left blank.

Stakeholder Comments to the Draft Chittenden Regional ITS Architecture and Responses

A stakeholder comment period for the Draft Chittenden Regional ITS Architecture was held between November 15 and December 17, 2004. Several comments were received from a range of stakeholders, and the responses are summarized in the following table.

Comment	Summary of Response
The draft website introductory paragraph did not indicate that state stakeholders were also involved in preparing the architecture (it only mentioned regional and private stakeholders).	The website introductory paragraph was updated to include mention of state stakeholders.
The Village of Essex Junction and the Town of Essex were combined in the draft architecture, though they are two separate entities. With the exception of the Police Department, each has their own administration, fire department, public works department and planning department.	Essex Junction was added as a municipality with the same elements as the other municipalities included in the architecture (i.e. DPW, website, maintenance vehicles)
The CCTA stakeholder description did not fully describe CCTA's activities and operational capabilities.	The stakeholder description was updated to provide a more accurate description of CCTA.
The element descriptions of all types of Public Safety Vehicles stated that they "May have signal preemption in the future..." However, there are some vehicles that currently have pre-emption capability.	The element descriptions were updated to specify that signal preemption is a current reality in some cases, as well as a future possibility in others.
IBM has reversible lanes that were not included in the draft Architecture.	Two instances of Market Package "ATMS18 - Reversible Lane Management" were added.
The Chittenden Co. Regional Planning Commission (CCRPC) is not listed in any of the sections.	Though it is recognized that CCRPC is involved in the ITS planning process, it does not own any physical elements included in the architecture; therefore, it was not included as a stakeholder.
The equipment package "Emergency Response Management" does not exist.	Many of the equipment packages included in the architecture do not yet exist, including this one. They are included as they may exist in the future and would provide added value to the regional ITS system.
The Market Package "AD1 - ITS Data Mart," CCTA instance should include "SSTA Demand Response Dispatch" as a Transit Management entity and the flow "transit and fare schedules" from the CCTA Data Repository to the Transit Management entities.	The architecture was updated to include this element and flow.

Comment	Summary of Response
The Market Package "APTS5 - Transit Security" should include a "secure area surveillance data" flow, but not the "secure area surveillance control" flow. Also, CCTA Demand Response and SSTA Demand Response Vehicles and dispatch should be included in the Transit Management and Transit Vehicle Subsystem elements.	The architecture was updated to reflect this comment.
The flows in Market Package "APTS6 - Transit Maintenance" were represented in the opposite direction of what they should be..	The architecture was updated to correct these flows.
In Market Package "APTS8 - Transit Traveler Information," the flow "transit vehicle schedule performance" should be added between CCTA Fixed Route Transit Vehicles and CCTA Fixed Route Dispatch, as well as between CCTA Fixed Route Dispatch and the CCTA Website.	The architecture was updated to include these flows.
In the Market Package "MC10 - Maintenance and Construction Coordination," VTrans instance, the subsystem labeled "Transit Management" should be labeled "Traffic Management."	The architecture was updated to reflect this comment.