

CCRPC ITS Architecture Update - Focus Group

November 6, 2014

- 17,000 commute into Chittenden County - need to worry about moving people, multimodal solutions
- **Need ITS infrastructure where there is recurring congestion - adaptive signal control corridors.**
- **National Weather Service has model that combines NWS forecasts with RWIS observations**
- **National Weather Service email alerts to Emergency Managers and key transportation agency personnel**
- **Vermont Alert - Coordinate with 511, instrumentation is of value to support emergency operations**
- **Need research system to keep up with rapidly-changing technologies and support approval of new vendor products**
- **Web-based portal with archived data from different sources is possibility**
- WIM data can be used for planning and deployment of additional stations. Generate monthly weight reports.
 - Using rest areas for electronic screening
 - 43 screening sites around the State
 - Use DriveWyze system - more Canadian trucks are adopting
 - **UVM has project that uses passively collected speed/count data from WIM stations to measure the performance of roadway snow and ice control by measuring the "time-to-normal" of traffic speeds after the onset of a winter storm**
- **Airport - cell lots with signs that provide arrival times. Interested in moving information outside the terminal.** Had parking management system with sensor over each space - no longer in operation.
- **Emergency Management - opportunities for exchanging video from key locations - CCTVs at Exit 14 and Route 15 bridge. Additional CCTV to monitor backups at Exit 10.**
 - CAD system coordination between State Police and local municipalities is issue
 - Coordination with VTrans Web Crash system - many municipalities provide data but minor crashes serviced by local emergency responders do not always get in the system

- **Probe data is key goal going forward. Problem in getting adequate sample in a rural area.**
- Challenges in getting information out to the public.
 - Email notifications through VT Alerts
 - Notification of delays are a problem. 911 incident reports are not always accurate. Coordination between VSP and VTrans
- Adoption of new technologies by UVM Transit System
 - Real-time tracking through Trans Loc system <http://uvm.transloc.com/>
 - Messages going out through a mobile website
 - Also collecting passenger load information
- **Fletcher Allen Hospital emergency transportation could be used to provide real-time information**
- **Send pictures to PSAP and TOC from mobile cameras on LE and emergency vehicles**
- **UVM research project on UAVs to get conduct surveillance when roadways were out. How much information is needed?**