



Agenda:

**Travel Info for Winter Weather Regional Information Sharing
 Workshop for Mid-Atlantic/Southern Regions**

Time	Topic		Speaker
12:30pm to 12:40pm	Housekeeping Items		Joanna Reagle, KMJ Consulting
12:40pm to 12:50pm	Purpose and Background for this project/workshop (including relevance to RTMSIP)		Kelly Wells, NCDOT Marygrace Parking, Coalition Staff
State Report Out & Group Discussion on Current Winter Weather Practices (topics noted below)			
12:50pm to 1:30pm	Topic 1	How do you collect data on road conditions due to winter weather?	Report Out expected by the following agencies: PennDOT, MdSHA, VDOT, NCDOT, SCDOT, and TDOT Facilitated by Joanna Reagle, KMJ
1:30pm to 2:10pm	Topic 2	What winter weather road condition information do you provide to the public?	
2:10pm to 2:50pm	Topic 3	Looking ahead, what <u>changes</u> might you make to how you collect and disseminate winter weather related road conditions?	
2:50pm to 3:20pm	Discuss Basic Functional Requirements		All agencies Led by Kelly Wells
3:20pm to 3:30pm	Next Steps (including vendor demonstrations)		Marygrace Parker, Coalition Staff



Workshop on Travel Information for Winter Weather in Mid-Atlantic/Southern Regions Notes:

Purpose

The purpose of this workshop was to discuss the current travel info practices for winter weather events in regions that do not frequently experience severe winter weather including the Mid-Atlantic and Southern regions. In addition, basic functional requirements for an ATMS/ATIS system that would be useful for agencies in these regions were identified.

State Report-out Highlights

The comprehensive presentation from each of the participating states is provided in the presentation file. The following notes are highlights from the discussion.

Question 1: How do you collect data on road conditions due to winter weather?

- PennDOT (Bob Pento)
 - Described their homegrown system (RCRS) and noted that he has documentation available if anyone has further questions.
 - Reports every two hours
 - Previously posted RWIS data, but they could not maintain the network.
- VDOT (John Scrivani)
 - Looking into a new tool that can be used to verify incidents using crowd-sourced social media data. The tool was developed by a Department of Energy subcontractor and can be found at isagaworld.com.
- NCDOT (Kelly Wells)
 - Does not post the information from RWIS. They utilize NOAA for weather alerts
- SCDOT (David Cook)
 - Their 511 system does not report conditions specific to winter weather.

Question 2: What winter weather road condition information do you provide to the public?

- Maryland SHA (Shelly Kellam)
 - Reviews info every 30-60 minutes to make sure all sources match
 - RWIS is integrated into input screen for winter weather road condition reporting
- VDOT
 - Has been reporting winter weather road conditions for 30 years
 - Updates every four hours
 - Uses a homegrown system to track and report winter weather
 - Tracks snow plows and displays their progress at vdotplows.org.
- SCDOT
 - Notes winter weather conditions for “significant bridges”
 - Updates winter weather conditions every four hours
 - Produces a summary report every four hours for media and their website
 - Uses a homegrown system to track and report



- TDOT
 - Reports road conditions for each mile during an event and presents a color coded interactive maps for public use
 - Rates their road conditions by mile
 - Uses a homegrown system to track and report winter weather conditions
 - Is putting AVL/GPS on snowplows and will show some of this on the web

Other Comments

- Kelly Wells (NCDOT) noted that multiple persons recommended that NCDOT implement a winter weather system similar to Tennessee DOT.
- NCDOT also noted there is an on-going FHWA Pooled Fund Study project looking at how DOT's use social media.
- Marygrace Parker (I-95 CC) summarized that all participating DOTs differed on the frequency of their updates and definitions of roadway conditions. She suggested creating a matrix to summarize what the DOTs are currently doing and to develop some consistency for future public notifications.
- Paul Pisano (FHWA) indicated that USDOT had no standard definition of roadway conditions. He noted that Minnesota DOT recently changed their condition descriptions in order to please drivers. The FHWA is working on projects relating to automating data collection and the input process. Paul also noted that Utah DOT recently developed a citizen reporting application, for which they received an award.
- Paul Pisano (FHWA) noted that they are working with four states to document information sharing between state DOTs and weather services – noting that DOTs know information that weather services do not. They are developing guidance to be distributed in 2015.
- Paul Pisano noted that the 1201 requirement for reporting hazardous conditions & road or lane closures due to adverse weather is within 20 minutes of when conditions become hazardous – not necessarily when event begins.
- It was suggested that VA, NC and SC should collaborate on Thanksgiving Travel Alert since much traffic flows between these states.

Basic Functional Requirements Discussion

- Kelly Wells (NCDOT) asked participants to come up with a list of basic functional requirements relating to new ATMS software – what should DOTs be looking for? The following items were noted:
 - Frequency of reporting
 - Road conditions & granularity – providing more than the public needs but information good for DOT employees
 - If road condition information is too general the public might lose something
 - Standard definitions
 - Coverage – what about conditions of county and city roads?
 - How to communicate completion of events
 - Include all hazards (flooding, debris, etc.)
 - How should we be using Social Media?



Next Steps

- Kelly Wells would like to set up a meeting in the future with vendors **that provide ATMS/ATIS software with a winter weather reporting function.**
- The following potential vendors were identified:
 - Iteris
 - Vaisala
 - Schneider Electric
 - There are also sensor providers who don't provide value added services, like Luftt and Campbell Scientific
- It was also recommended that agencies be invited to speak along with their vendors to provide the agency perspective.

Action Items:

The outstanding action items from the meeting are noted below.

#	Action Item	Whom	Status
Workshop on Travel Information for Winter Weather in Mid-Atlantic/Southern Regions Meeting			
1	Develop a matrix of DOT winter weather frequency of public updates and roadway condition definitions	Coalition/Agencies	
2	Provide notes and a summary of ATMS themes developed during the meeting	Coalition	
3	Set up a meeting with vendors (and possibly agencies)	Coalition/NCDOT	
Other			
4	VA, NC and SC to consider collaborating on Thanksgiving Travel Alert since much traffic flows between these states.	VDOT, NCDOT, SCDOT	



Travel Information Services Program Track Committee
Workshop on Travel Information for Winter Weather in Mid-Atlantic/Southern Regions
October 22, 2014

Participants:

Workshop on Travel Information for Winter Weather In-Person Attendees:	
Joseph Geigle	FHWA – NC
Todd Westhuis	New York State DOT
Natasha Tinsley, Kelly Wells, Joseph Turner, Scott Capps	North Carolina DOT
Dan Campbell, David Cook, Tisha Dickerson	South Carolina DOT
Scott Cowherd, Dean Gustafson, John Scrivani	Virginia DOT
Mary Ameen	NJTPA
Patty Reich	University of Maryland
Marygrace Parker	I-95 Corridor Coalition
George Schoener	I-95 Corridor Coalition
Joanna Reagle	KMJ Consulting, Inc.

Workshop on Travel Information for Winter Weather Webcast Attendees:	
Paul Pisano, Roemer Alfelor	FHWA
Russell Allen	Florida DOT
Shelley Kellam	Maryland SHA
Kelly McVeigh	New Jersey DOT
Bob Pento, Mark Kopko	Pennsylvania DOT
Gwen Whittaker, John Thomas, Ray Hallavant, Ross Sherwood, Richard Howell, Amy Fiscor	Tennessee DOT
Solomon Caviness	NJTPA
Hubert Clay	Total Traffic & Weather Network
Stan Young	University of Maryland
Bridget Postlewaite	KMJ Consulting, Inc.