SUMMARY NOTES – USER NEEDS WORKSHOP
THURSDAY, FEBRUARY 27 (10 AM TO 3 PM); CITY OF DUARTE

- Attendees should review corridor boundaries and let project manager know if they need to be adjusted, as this affects the modeling
- IEN can be used for beta testing if needed
- There was agreement on the Project Description
  - Question regarding how transit fits in with incidents/events
    - Website/app could provide information on transit and parking availability
    - Transit agency can re-route or add buses if feasible
    - “Hands-free” may be an issue
    - Use trailblazer signs and/or Caltrans CMS system
    - Can also use arterial CMS if freeway is backed up
- Caution to not only focus on commuter traffic but also trucks and residents
  - Gateway cities are concerned about truck traffic and generally recommended to stay on the freeway
  - A map of truck routes on residential streets exists
  - Need to consider how the media will be involved
- If the average peak period travel speed is 25 MPH, how does an incident get triggered?
  - Additional arterial and freeway signage will be needed
  - Media will be an important partner
  - Google, TomTom, Inrix, Here, and Waze have good information already (and PATH/Waze have an existing partnership)
  - Ramps need upgraded signals and cameras
  - Caltrans is upgrading to TranSuite and 2070 controllers
- Freeway Service Patrol needs to be included in integration
- An interface with RIITS is needed; also integration with police departments
- There was quite a bit of discussion about system override capabilities (complete override/a City opts out vs override per incidents)
- IEN has incident monitoring system that is not currently being used
- Liability will be an issue
- Resource needs: staffing, equipment upgrades, O & M
  - Need strategy for discussing resource needs at City Council/City Manager meetings
- For marketing, emphasize benefits to the local user
- Funding – needs assessment is critical in order to advocate for funds