

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