Connected Corridors
Face-to-Face Meeting

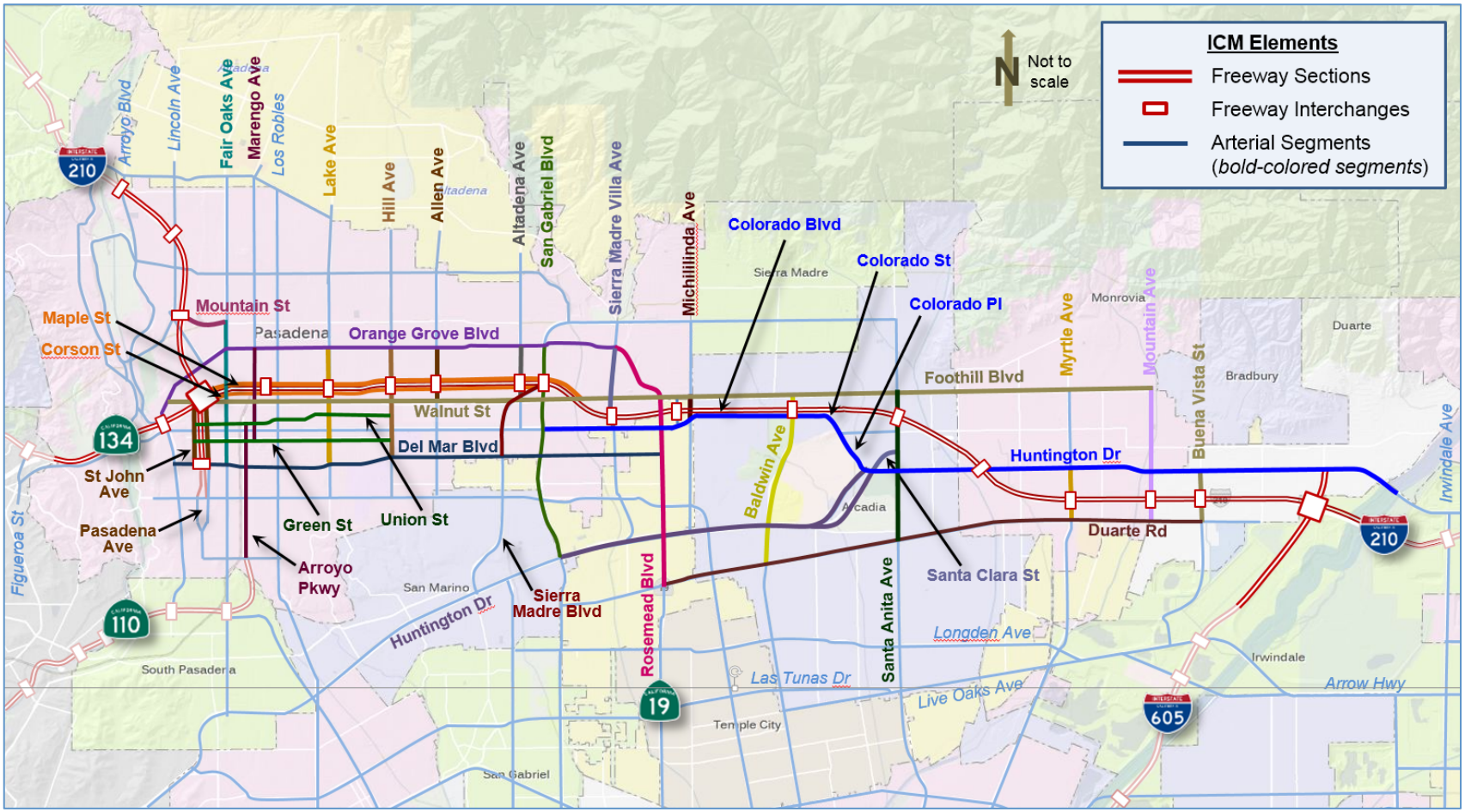
Tuesday, July 26th, 2016 – 1:30 – 3:30 pm
Caltrans D7 HQ

July 26th, 2016

Agenda

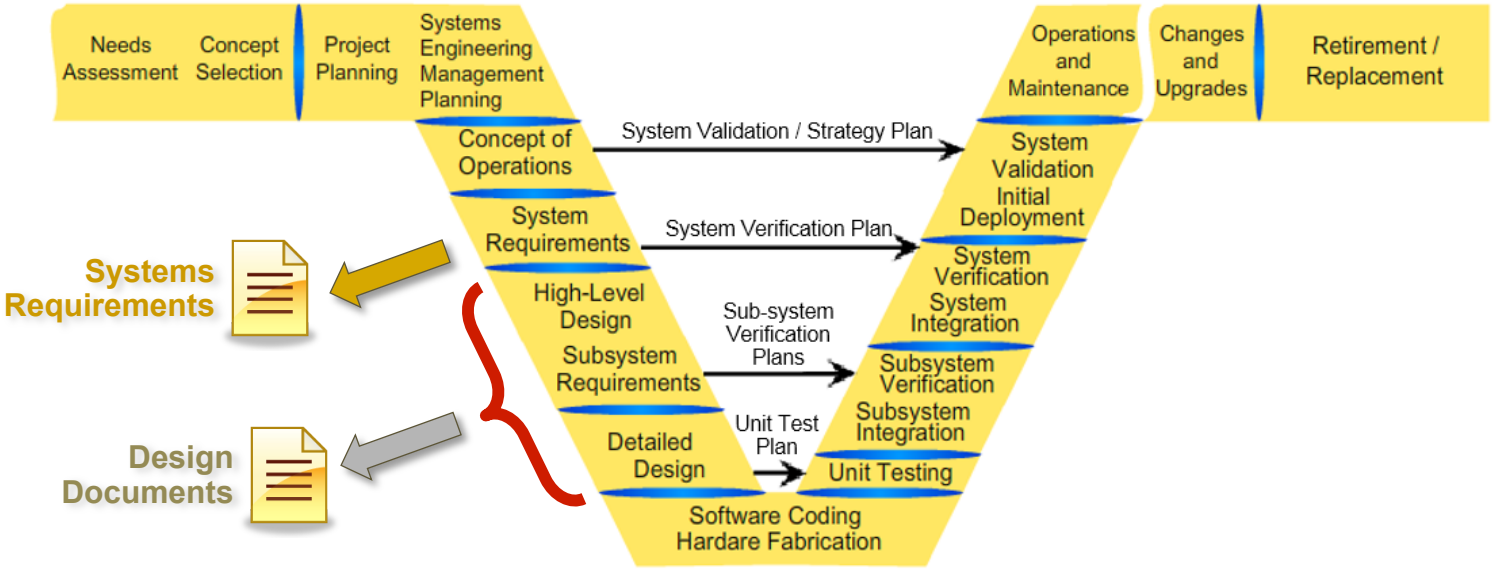
- Introductions
- Schedule Update
- Outreach
- Requirements Update
- High Level Design and Gap Analysis
- Infrastructure and Partner projects
- AMS and Response Plan Design
- Action Items and Closing

Our Corridor: The I-210



Systems Engineering Next Steps

- **Systems Requirements – What should the ICM system do**
- **Design Documents – How will the requirements be met**



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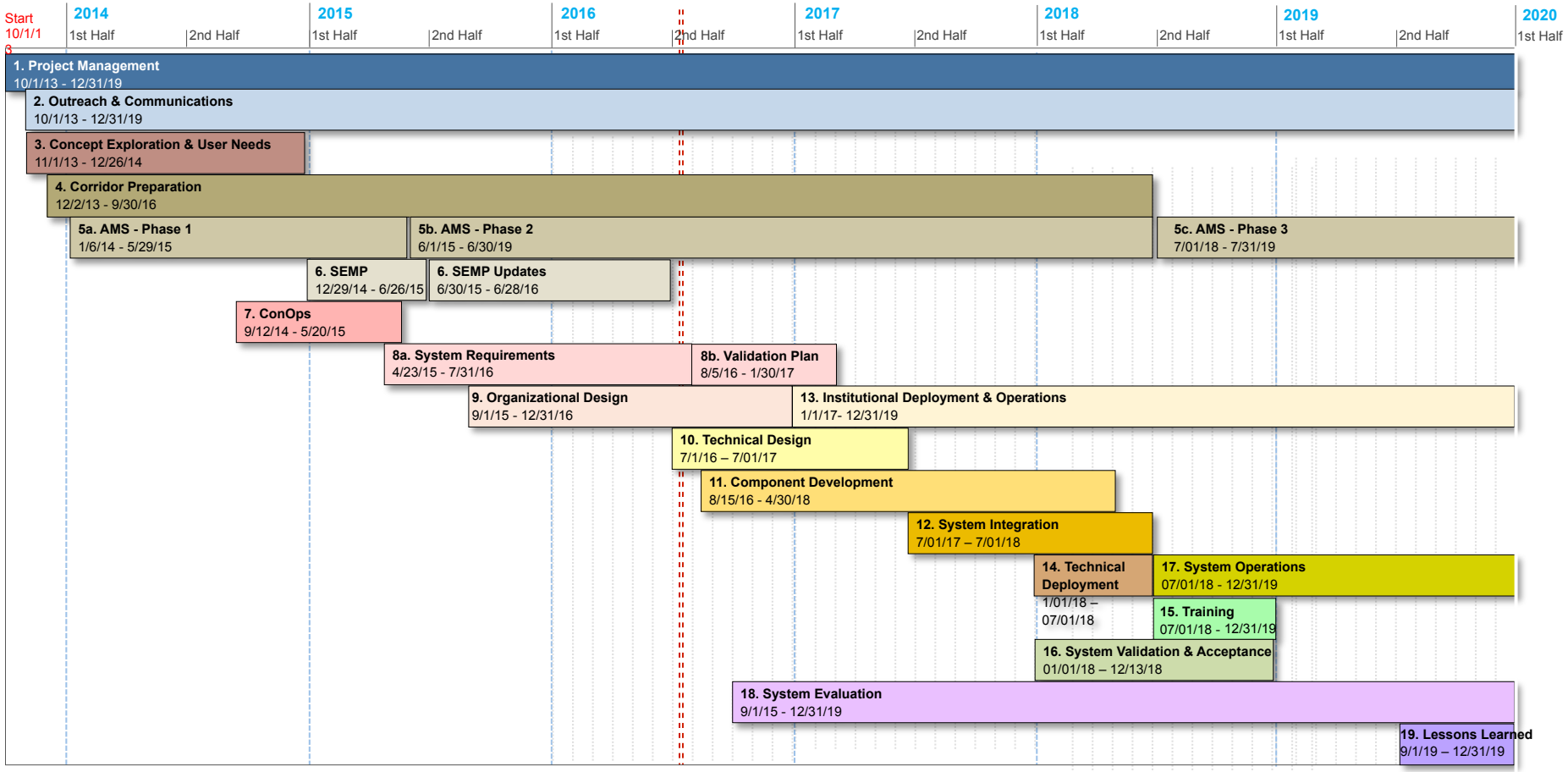
Schedule Update

Schedule


Start 10/1/13
2014
1st Half
2nd Half
2015
1st Half
2nd Half
2016
1st Half
2nd Half
2017
1st Half
2nd Half
2018
1st Half
2nd Half
2019
1st Half
2nd Half
2020
1st Half
1. Project Management 10/1/13 - 12/31/19
2. Outreach & Communications 10/1/13 - 12/31/19
3. Concept Exploration & User Needs 11/1/13 - 12/26/14
4. Corridor Preparation 12/2/13 - 9/30/16
5a. AMS - Phase 1 1/6/14 - 5/29/15
5b. AMS - Phase 2 6/1/15 - 6/30/19
5c. AMS - Phase 3 7/01/18 - 7/31/19
6. SEMP 12/29/14 - 6/26/15
6. SEMP Updates 6/30/15 - 6/28/16
7. ConOps 9/12/14 - 5/20/15
8a. System Requirements 4/23/15 - 7/31/16
8b. Validation Plan 8/5/16 - 1/30/17
9. Organizational Design 9/1/15 - 12/31/16
13. Institutional Deployment & Operations 1/1/17- 12/31/19
10. Technical Design 7/1/16 – 7/01/17
11. Component Development 8/15/16 - 4/30/18
12. System Integration 7/01/17 – 7/01/18
14. Technical Deployment 1/01/18 – 07/01/18
17. System Operations 07/01/18 - 12/31/19
15. Training 07/01/18 - 12/31/19
16. System Validation & Acceptance 01/01/18 – 12/13/18
18. System Evaluation 9/1/15 - 12/31/19
19. Lessons Learned 9/1/19 – 12/31/19

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Outreach and Communications

- ATCMTD Federal grant application submitted by CT D7 on June 24 ($9M)
- Connected Newsletter
- Job Descriptions and Duties/Tasks
- Project Charter Amendment
- Meeting with Duarte City Council

Summer Connected Newsletter

- Articles are under development
  - New IT series (first article is on “CC in the Cloud”)
- Will be distributed in August
- Also posted to CC website

Project Charter Amendment

- **Contents:**
  - Background, including the 9 items that were agreed to in the original Project Charter
  - Documents that have been drafted since June 2015 (when the Project Charter was executed) including the ConOps, Project Management Plan, SEMP, and AMS Report Phase 1
  - Nearly completion on the System Requirements leading to the next phase: Design
  - Stakeholder participation in meetings, workshops, individual meetings, etc.
  - Funding: SHOPP and Metro 2015 Call for Projects

Project Charter Amendment, continued

- **What is being amended/added**
  - Primary Contact Person at various agencies
  - Review and approve the System Requirements and the design documents
  - City and County agreement on the Summarized Requirements (one page); CT agreement on the Summarized Requirements (under review)
  - Cities/County/Foothill Transit agreement that the infrastructure and/or software improvements in the Metro 2015 Call for Projects will be purchased by CT D7 but owned, operated, and maintained by the local agencies; an "Asset Transfer Agreement" (or similar document) will be executed
  - Agreement to execute additional agreements for various aspects of the project such as an Operations and Maintenance Plan

Meeting with Duarte City Council

- **Raphael has requested that we update the Duarte City council on CC status**
  - Update
  - Funding
  - Time frame
  - 10-15 minutes
  - Would be pleasant if Metro could also attend
- **Sean believes that the Monrovia city council may also be interested in a presentation**
  - We believe this would be the first presentation

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Requirements Definition

Requirements

- **We have completed the next draft of the requirements**
  - Will be released on Friday
- **We have met/communicated with all core stakeholders regarding the summarized Caltrans' requirements**
- **I believe we have agreement on all but one requirement:**
  - "County, in consultation with cities and Caltrans, will create and maintain coordination timing plans for use during incidents. Cities and/or county shall load the timing plans onto the controller for use during an incident."
  - "The project stakeholders will create and maintain coordination timing plans for use during incidents for all signals on agreed upon detour routes (including Caltrans signals). Caltrans shall load the timing plans onto their controllers for use during an incident."

Summarized Caltrans Requirements – 1

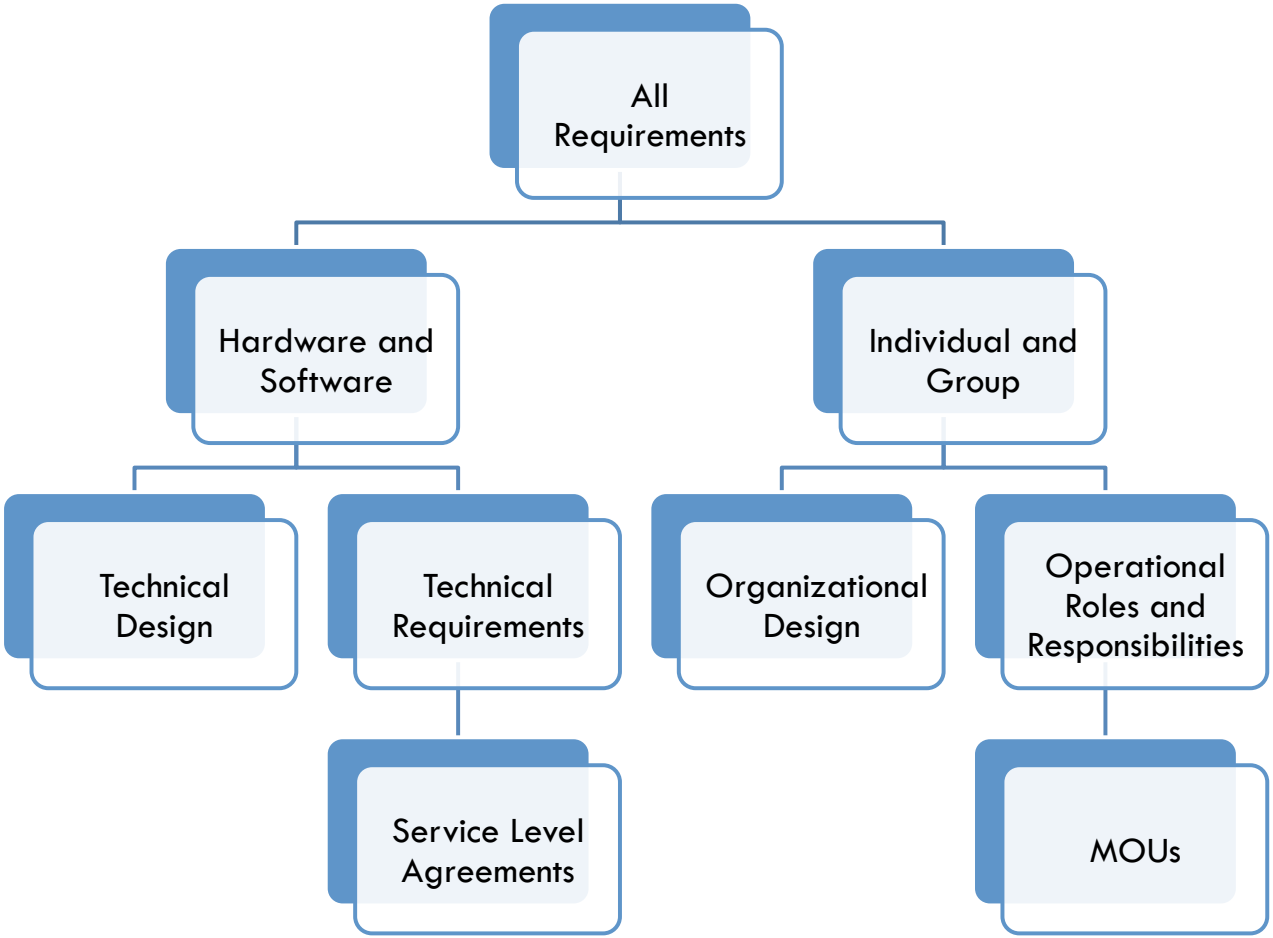
Corridor Management	ICM CORE SYSTEM Functions	Sensing and Data
Caltrans shall be responsible for overall ongoing management and success of the I-210 corridor management function.	Caltrans shall be responsible for operating and maintaining the ICM Core Software and Hardware System 1) Security 2) Maintenance 3) Working with stakeholders to implement upgrades	Caltrans shall communicate special events/road closures and recommended detour information to the CM that may affect traffic operations on identified detour routes. Caltrans shall disseminate information.
Caltrans shall fill the following leadership roles: **Corridor Manager** – Responsible for overall corridor management success, stakeholder relationships, and response planning (rules, models and analysis) **Corridor Technical Manager** – Responsible for ensuring all hardware and software are operational and maintained **Corridor Data Analyst** – Responsible for ensuring and encouraging data quality, data availability and performance analysis	Caltrans shall be responsible for operating and maintaining corridor and asset monitoring and display capabilities: 1) Corridor Asset Inventory and Heath 2) Corridor Asset State 3) Corridor Measured and Estimated State 4) Calculation and Display of Corridor Metrics 5) Calculation of Historical Patterns	Caltrans shall maintain up-to-date definitions/inventory of freeway network elements
Caltrans shall be responsible for maintaining: Corridor Strategic Plan Corridor Data Strategic Plan Data Dictionary Data Quality Specs	Caltrans shall be responsible for operation and maintenance of Response Plan capabilities: 1) Incident creation and validation 2) Response plan creation 3) Response plan implementation	Caltrans shall communicate forthcoming approved/ pending changes in roadway geometry and operations affecting traffic conditions, restrictions, and traffic control devices on the freeway to the CM
Caltrans shall be responsible for guiding system integration 1) Integrated Reporting. Visualization, and Control functions 2) Single point of ownership for data and control functions within the Core ICM System	Caltrans shall be responsible for operation and maintenance of all data management capabilities: 1) Storage of data 2) Standard access to data 3) Management of Data	Caltrans and cities shall work together to assist in resolving data, hardware, and software issues in a timely manner (the definition of timely manner will be determined at design time).
Caltrans shall be responsible for Training and Documentation	Caltrans shall be responsible for operation and maintenance of the Decision Support System capabilities: 1) Rules Capture and Execution 2) Estimation 3) Prediction	Caltrans and cities shall ensure that system detection at key ICM freeway and arterial locations meets system reliability goals. (Response time to be determined during design).

Summarized Caltrans Requirements –2

Incident/Event Response Plans	Road Network Management	Outreach, Agreements, Funding Personnel
Caltrans will work with CM in defining and maintaining rules for building response plans, handling special situations, messages to be displayed on CMS signs, selecting response plans and sending response plans to corridor assets.	Caltrans shall permit the Core ICM System to select and implement preapproved signal plans for intersections on preapproved detour routes.	Caltrans shall attend and lead meetings and/or teleconferences, and meet quarterly or as needed regarding incident/event responses
LA County, in consultation with cities and Caltrans, will create and maintain coordination timing plans for use during incidents for all signals on agreed upon detour routes (including Caltrans signals). Caltrans shall load the timing plans onto their controllers for use during an incident.	Caltrans shall permit the Core ICM System, using the CMS control software, to select and implement preapproved messages for display on preapproved freeway CMS signs. Caltrans shall be allowed access to the CMS control software to make changes within their jurisdiction.	Caltrans shall assist with editing, reviewing, and executing documents and agreements.
Where possible, the ICM system shall determine the end-time of a Caltrans initiated incident/event. Where not possible, Caltrans shall indicate when an incident/event has terminated or is expected to terminate. The ICM system determination may be over-ridden by Caltrans.	Caltrans shall permit the Core ICM System to contact designated Caltrans personnel with requests for performing preapproved actions	Caltrans shall provide updated information on Caltrans contacts. Caltrans shall disseminate information.
Caltrans CM, as necessary, will request meetings with Caltrans and city personnel in order to review rules used during incidents/events to determine if they worked correctly and, if they did not, resolve any issues	The overall ICM system goal is to function correctly 85% of the time. • Signals 99% • Detection 85% • Communication 85% (70%-75%) • Software 95%	Caltrans will work with Cities and County to apply for federal, state, regional, and local funding sources.
	Caltrans and stakeholder agree to share video feeds as long as videos are not stored	ICM Steering Committee shall define roles, responsibilities, and reporting structures for the ICM system. Caltrans shall ensure key personnel and support personnel are in place and trained.
	Caltrans shall permit the Core ICM System, through requests to the Caltrans' ramp metering software, to select and implement preapproved ramp metering plans on ramps on preapproved detour routes.	

High Level Design

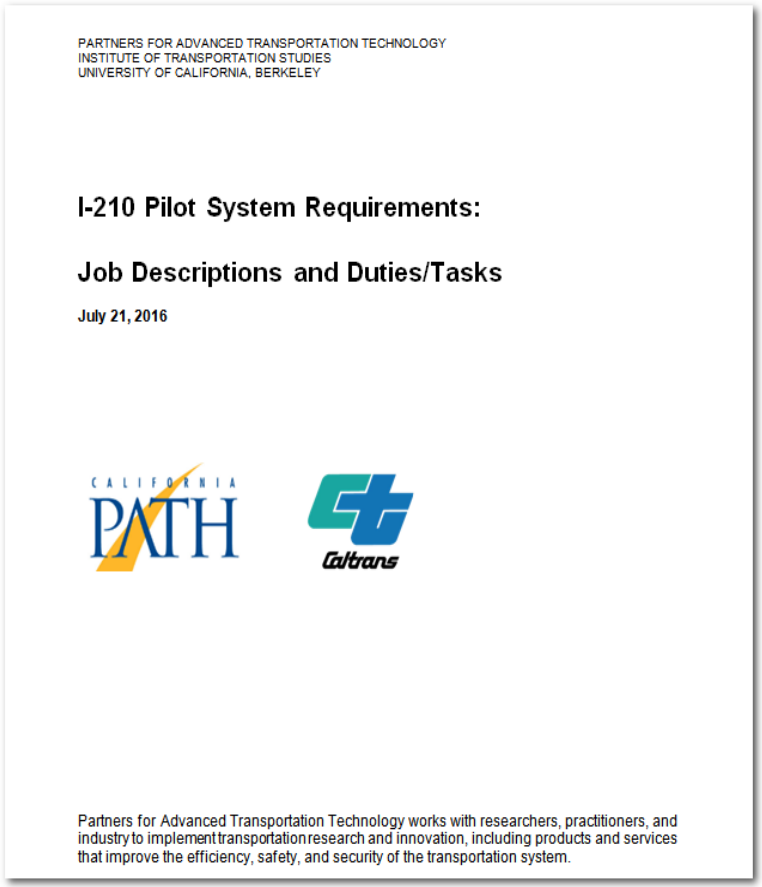
High Level Design



Job Descriptions and Duties/Tasks

- Subset of the I-210 System Requirements document
- Separate attachment to the System Requirements
- Will take another month to finalize; Caltrans is reviewing format

Job Descriptions and Duties/Tasks



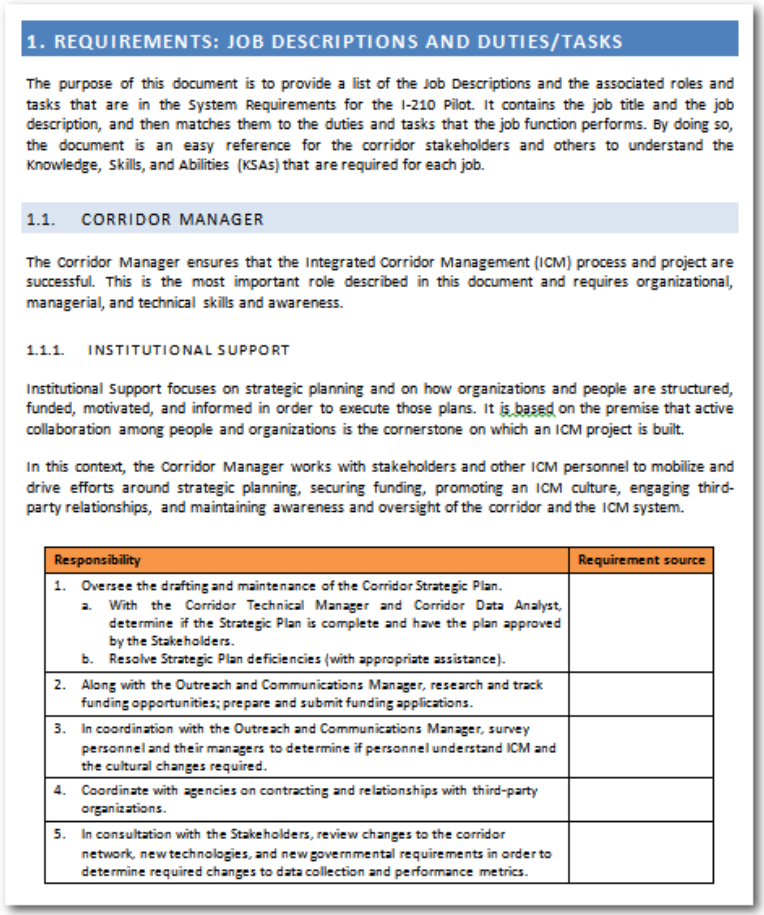
PARTNERS FOR ADVANCED TRANSPORTATION TECHNOLOGY
INSTITUTE OF TRANSPORTATION STUDIES
UNIVERSITY OF CALIFORNIA, BERKELEY

I-210 Pilot System Requirements:

Job Descriptions and Duties/Tasks

July 21, 2016

Partners for Advanced Transportation Technology works with researchers, practitioners, and industry to implement transportation research and innovation, including products and services that improve the efficiency, safety, and security of the transportation system.



1. REQUIREMENTS: JOB DESCRIPTIONS AND DUTIES/TASKS

The purpose of this document is to provide a list of the Job Descriptions and the associated roles and tasks that are in the System Requirements for the I-210 Pilot. It contains the job title and the job description, and then matches them to the duties and tasks that the job function performs. By doing so, the document is an easy reference for the corridor stakeholders and others to understand the Knowledge, Skills, and Abilities (KSAs) that are required for each job.

1.1. CORRIDOR MANAGER

The Corridor Manager ensures that the Integrated Corridor Management (ICM) process and project are successful. This is the most important role described in this document and requires organizational, managerial, and technical skills and awareness.

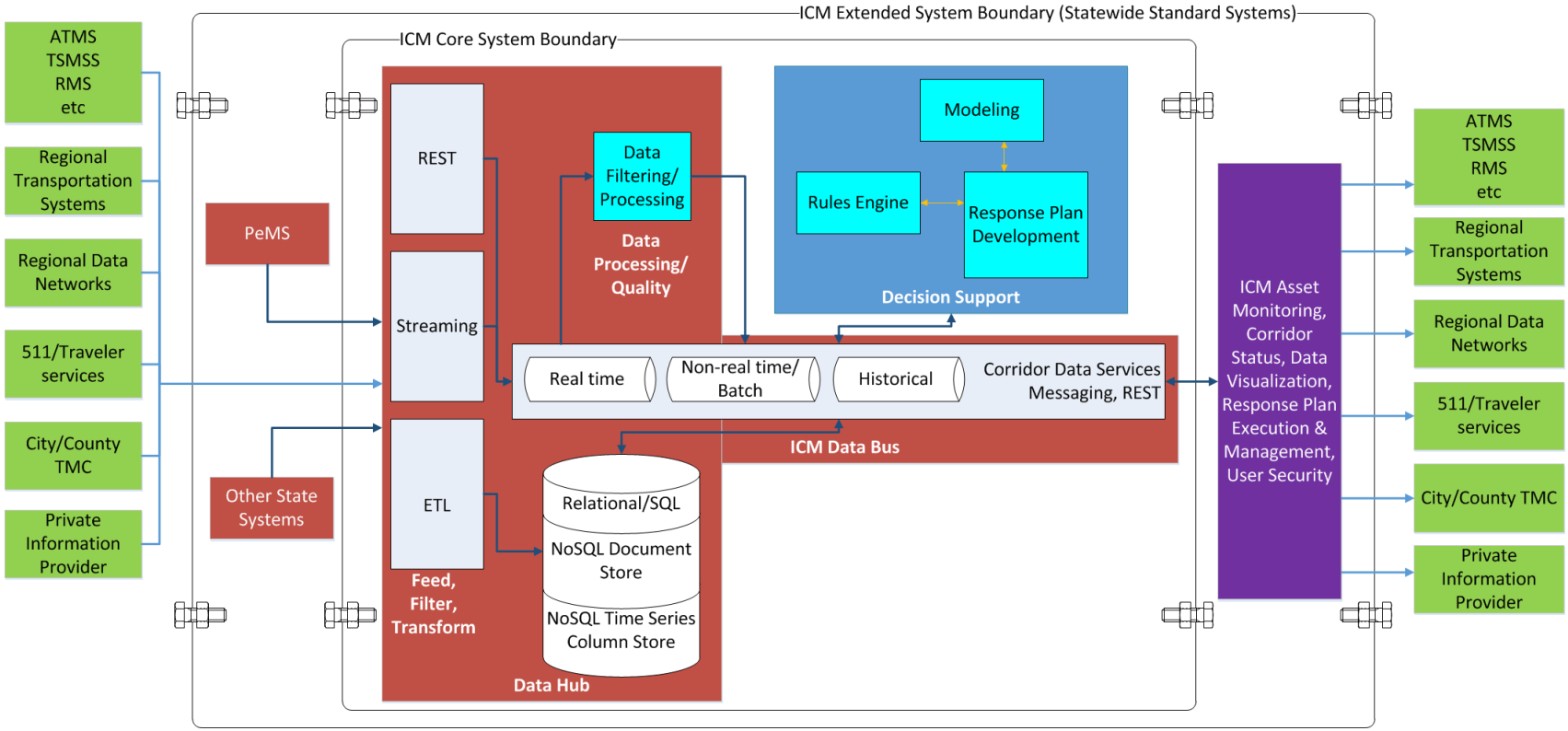
1.1.1. INSTITUTIONAL SUPPORT

Institutional Support focuses on strategic planning and on how organizations and people are structured, funded, motivated, and informed in order to execute those plans. It is based on the premise that active collaboration among people and organizations is the cornerstone on which an ICM project is built.

In this context, the Corridor Manager works with stakeholders and other ICM personnel to mobilize and drive efforts around strategic planning, securing funding, promoting an ICM culture, engaging third-party relationships, and maintaining awareness and oversight of the corridor and the ICM system.

Responsibility	Requirement source
1. Oversee the drafting and maintenance of the Corridor Strategic Plan. a. With the Corridor Technical Manager and Corridor Data Analyst, determine if the Strategic Plan is complete and have the plan approved by the Stakeholders. b. Resolve Strategic Plan deficiencies (with appropriate assistance).	
2. Along with the Outreach and Communications Manager, research and track funding opportunities; prepare and submit funding applications.	
3. In coordination with the Outreach and Communications Manager, survey personnel and their managers to determine if personnel understand ICM and the cultural changes required.	
4. Coordinate with agencies on contracting and relationships with third-party organizations.	
5. In consultation with the Stakeholders, review changes to the corridor network, new technologies, and new governmental requirements in order to determine required changes to data collection and performance metrics.	

Current Proposed ICM Architecture



Office of Technology

- Caltrans IT has joined the CC team!
  - Mike Nyugen, Chief, Division of IT Infrastructure is the IT Liaison
- Go ahead given for design of Caltrans data hub

- TMS Pilot Corridor Reporting Coordination
- Continued participation with the DCCM DSS RSCS

Update on Core System

- **Data Management**
  - Approved for design
- **Data Quality**
  - Working on algorithms and processes
  - PEMS 30 second filter working in the cloud
- **DSS**
  - Rules Engine: Working on rules engine and rules capture
  - Estimation
    - Freeway Estimation function demonstrated running in the cloud
    - Designing Arterial Estimation
  - Prediction: Working with TSS to integrate Corridor Model into workflow

High Level Design – Gap Analysis

- **Divide requirements into technical and organizational**
- **Map organizational requirements to**
  - Organizations
  - Job Roles and Responsibilities – (Corridor Manager, Data Analyst, etc)
- **Map technical requirements to**
  - Organizations
  - Subsystems (DSS, PEMS, etc.)
- **Determine gaps**
  - Lack of owning organizations
  - Lack of funding

Partner Projects

Caltrans' Shop Project

Metro Call for Projects

Pasadena Upgrade Completed

IEN Upgrade

RIITS, 511, ATMS, PEMS, TSMSS, Lane Closure

I-210 Pilot – SHOPP Project Update

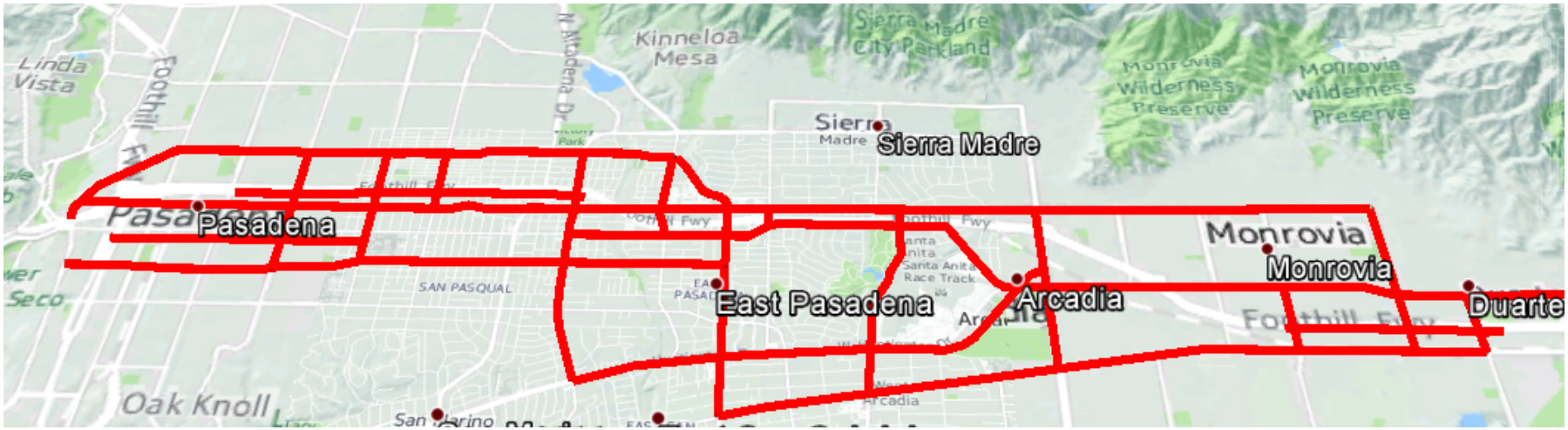
- EA 30640 – Freeway Improvements (SHOPP Project)
  - Finish Construction July, 2018
- Awaiting a CPM schedule from contractor to determine when work up to the 605 will be completed
- Includes communication, signal upgrades, cameras, etc.

Call for Projects - Approaching a final list

- Agreements reached with cities in meetings over the last week
  - Signs – 200 or so at major intersections
  - Sensing and upgrades as agreed
  - No trenching in this contract
  - O&M will be assumed by cities for elements in their jurisdiction
- Process Issues:
  - Method Caltrans will use for procurement
- Design-Build Contract:

Contingency (10%)	$ 600,000
RFP & PS&E Oversight	$ 300,000
Construction Oversight	$ 100,000
Construction+Design	$ 5,000,000
Total	$ 6,000,000

Agreed Upon Reroutes



Intersections Requiring Signs

Potential Sign

VL-3201-128x48-8-A-SF

- Must cost around 5K
- Attaches to existing poles and power
- Weight – 35 to 50 lbs
- 4 by 2 or so color matrix

Pasadena System Upgrade Completed

- **All signals on**
  - Transparity
  - SCATS
- **Still need to discuss possible additional software modules**

IEN

- **Upgrade Planned**
- **Preparing CC requirements for hopeful inclusion in upgrade**
- **Risk of IEN upgrades not being completed by early 2018**

IEN, RIITS, 511, ATMS, PEMS

- **RIITS – Upgrade Planned**
  - Need to speak with RIITS personnel
- **511- Upgrade Planned**
  - Need to speak with 511 personnel
- **ATMS**
  - Need to develop an upgrade plan
- **TSMSS**
  - Need to develop an interface plan
- **PEMS**
  - Need to develop an upgrade plan

Data Quality

Corridor Data

- **Good progress being made on configuration and basic hardware issues on freeway**
- **All cities (Pasadena, Arcadia, Monrovia and Duarte) have agreed to start sharing their traffic data (where available) for analysis. This is an important step.**

Freeway data quality

Weekly Average Data Quality	Eastbound I-210 Marengo/Corson to Sunflower Ave						Westbound I-210 Sunflower to Maple					
	Fwy-Fwy	Mainline	On Ramp	HOV	Off Ramp	Total	Fwy-Fwy	Mainline	On Ramp	HOV	Off Ramp	Total
Mar 6-12	0.0%	78.8%	95.0%	68.4%	69.0%	76.9%	62.5%	72.2%	95.2%	63.3%	79.8%	73.9%
Mar 13-19	0.0%	75.5%	92.5%	66.7%	67.0%	74.2%	62.5%	66.7%	92.1%	57.9%	73.4%	68.7%
Mar 20-26	0.0%	76.3%	91.9%	68.0%	69.0%	75.0%	62.5%	71.0%	96.8%	62.9%	77.8%	73.0%
Mar 27-Apr 02	0.0%	65.7%	74.5%	56.7%	56.7%	63.5%	53.6%	60.3%	80.4%	53.3%	68.5%	62.1%
April 3-9	71.4%	71.0%	75.8%	61.9%	61.0%	68.8%	62.5%	70.5%	88.9%	64.1%	71.9%	71.4%
April 10 -16	100.0%	82.2%	88.2%	74.0%	72.4%	80.5%	35.7%	77.0%	93.7%	68.7%	77.8%	76.4%
April 17 -23	100.0%	90.4%	90.1%	80.5%	72.9%	86.7%	62.5%	84.0%	93.1%	76.8%	76.8%	82.4%
April 24-30	100.0%	83.9%	85.7%	74.5%	73.3%	81.4%	35.7%	79.0%	94.7%	74.9%	79.8%	78.8%
May 1-7	100.0%	76.8%	85.7%	67.5%	73.3%	76.1%	42.9%	74.3%	90.5%	66.0%	77.8%	74.0%
May 8-14	100.0%	87.1%	81.4%	80.5%	73.3%	83.8%	33.9%	86.8%	92.1%	75.3%	78.8%	83.2%
May 15-21	100.0%	86.4%	83.2%	82.3%	72.4%	83.8%	25.0%	83.0%	87.8%	73.0%	74.9%	79.3%
May 22-28	100.0%	79.2%	89.4%	73.2%	73.3%	78.8%	25.0%	74.3%	86.8%	67.6%	76.8%	73.4%
May 29 - Jun 04	100.0%	68.6%	80.1%	64.1%	68.6%	69.4%	25.0%	69.8%	85.7%	61.8%	69.0%	68.8%
Jun 05-11	100.0%	81.9%	81.4%	76.6%	70.5%	79.7%	89.3%	79.8%	87.8%	72.6%	73.9%	79.2%
Jun 12-18	100.0%	90.2%	88.8%	84.4%	73.3%	87.0%	100.0%	85.0%	90.5%	77.6%	76.8%	84.0%
Jun 19-25	71.4%	87.0%	87.6%	78.8%	72.9%	83.8%	92.9%	81.2%	87.8%	71.0%	73.9%	80.0%
Jun 26-Jul2	0.0%	80.8%	91.3%	70.6%	73.3%	78.7%	75.0%	74.6%	89.9%	62.9%	78.8%	75.0%
Jul3-9	0.0%	78.4%	88.8%	68.4%	70.0%	76.2%	75.0%	71.3%	86.2%	59.1%	75.4%	71.7%
Jul10-16	0.0%	86.9%	91.9%	77.1%	68.6%	82.7%	75.0%	75.9%	87.8%	64.1%	76.4%	75.5%
Jul17-23	42.9%	87.6%	93.2%	80.1%	71.4%	84.5%	85.7%	72.3%	81.5%	62.2%	73.9%	72.4%
Loops in category	2	138	23	33	30	226	8	156	27	37	29	257

Arcadia Arterial Data Quality

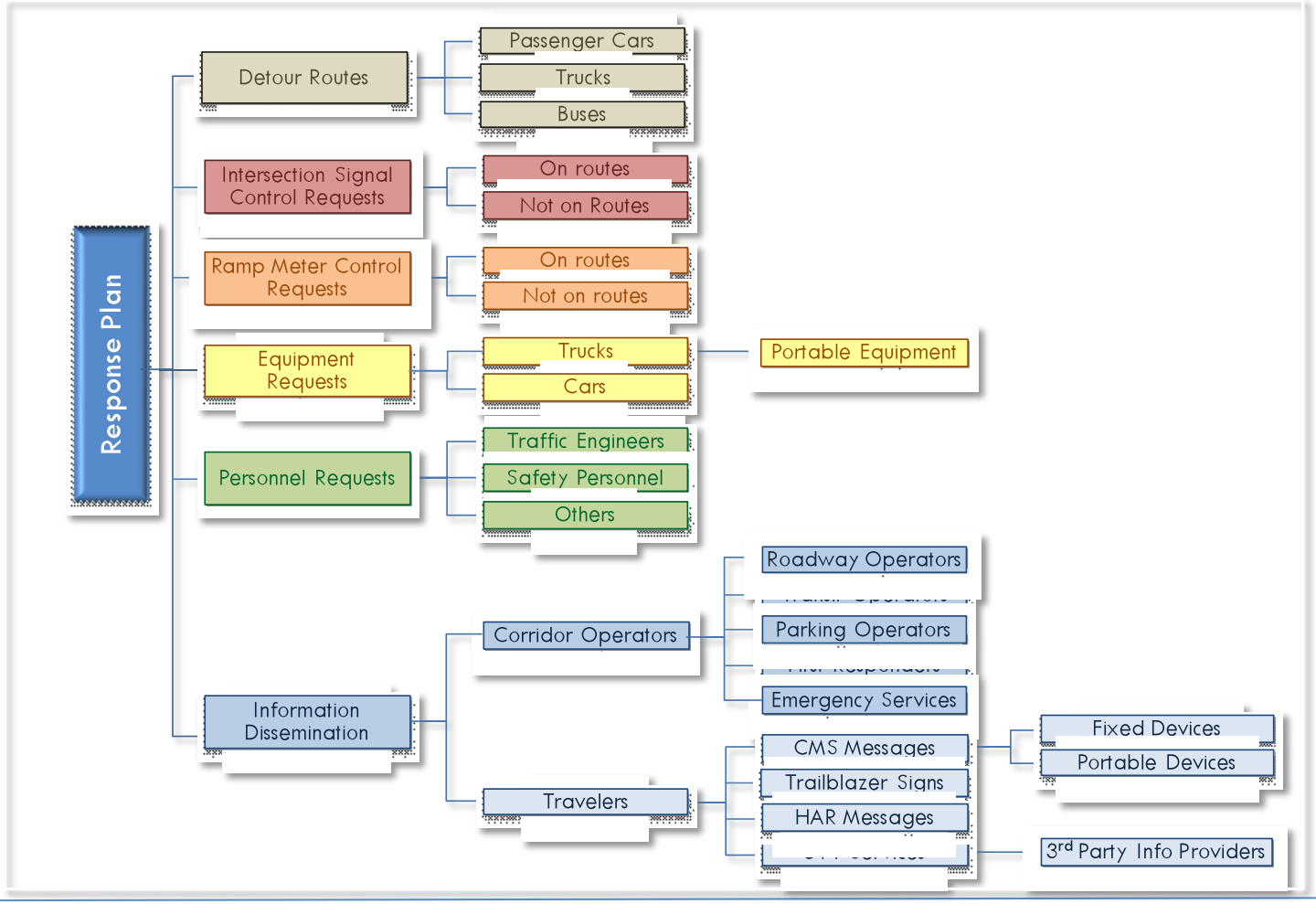
Weekly Data Quality (%)	Arcadia								
	Detour Routes			Not Detour Routes			All Detectors		
	Good	Bad	No Data	Good	Bad	No Data	Good	Bad	No Data
31-Jan-2016 To 06-Feb-2016	61.42	32.59	5.99	15.76	29.06	55.17	49.99	31.70	18.31
07-Feb-2016 To 13-Feb-2016	60.96	33.05	5.99	15.86	28.97	55.17	49.67	32.03	18.31
14-Feb-2016 To 20-Feb-2016	56.06	37.95	5.99	15.86	28.97	55.17	45.99	35.70	18.31
21-Feb-2016 To 27-Feb-2016	56.22	37.79	5.99	15.86	28.97	55.17	46.11	35.58	18.31
28-Feb-2016 To 05-Mar-2016	53.42	40.59	5.99	15.76	29.06	55.17	43.99	37.70	18.31
06-Mar-2016 To 12-Mar-2016	53.55	40.45	5.99	15.07	29.75	55.17	43.92	37.77	18.31
13-Mar-2016 To 19-Mar-2016	48.65	45.36	5.99	13.69	31.13	55.17	39.90	41.80	18.31
20-Mar-2016 To 26-Mar-2016	45.06	48.95	5.99	14.48	30.34	55.17	37.40	44.29	18.31
27-Mar-2016 To 02-Apr-2016	46.58	47.43	5.99	14.48	30.34	55.17	38.54	43.15	18.31
03-Apr-2016 To 09-Apr-2016	47.33	46.68	5.99	14.48	30.34	55.17	39.11	42.59	18.31
10-Apr-2016 To 16-Apr-2016	47.99	46.02	5.99	14.48	30.34	55.17	39.60	42.09	18.31
17-Apr-2016 To 23-Apr-2016	46.31	47.70	5.99	14.48	30.34	55.17	38.34	43.35	18.31
24-Apr-2016 To 30-Apr-2016	47.89	46.12	5.99	14.38	30.44	55.17	39.50	42.19	18.31
01-May-2016 To 07-May-2016	38.81	41.77	19.42	9.16	29.26	61.58	31.38	38.64	29.98
08-May-2016 To 14-May-2016	56.68	37.33	5.99	13.89	30.94	55.17	45.97	35.73	18.31
15-May-2016 To 21-May-2016	60.17	33.84	5.99	14.98	29.85	55.17	48.85	32.84	18.31
22-May-2016 To 28-May-2016	63.53	30.48	5.99	15.07	29.75	55.17	51.39	30.30	18.31
29-May-2016 To 04-Jun-2016	61.92	32.09	5.99	14.38	30.44	55.17	50.01	31.68	18.31
05-Jun-2016 To 11-Jun-2016	52.40	41.61	5.99	10.34	34.48	55.17	41.87	39.82	18.31
12-Jun-2016 To 18-Jun-2016	46.77	47.24	5.99	10.34	34.48	55.17	37.65	44.04	18.31
19-Jun-2016 To 25-Jun-2016	48.85	45.16	5.99	11.53	33.30	55.17	39.50	42.19	18.31
26-Jun-2016 To 02-Jul-2016	51.09	42.92	5.99	9.36	35.47	55.17	40.64	41.06	18.31
03-Jul-2016 To 09-Jul-2016	51.25	42.76	5.99	8.97	35.86	55.17	40.66	41.03	18.31
10-Jul-2016 To 16-Jul-2016	49.18	44.83	5.99	8.97	35.86	55.17	39.11	42.59	18.31

Response Plans

Response Plan Meetings

- **Would like to replace the next face to face with a half day response plan and model review meeting in Arcadia**
  - 4th week in August (23rd) and 3rd week in October (with FHWA)
  - Validate Reroutes
  - Discuss inputs into rerouting decisions
  - Discuss inputs into timing plan decisions
  - Review Corridor (Micro/Meso) Model
  - Run Simulations
  - Discuss thresholds for severity
  - Discuss metrics to use in making decisions

Response Plan Elements



Response Plan Builder Demo

Incident data entered by manager:

Incident

Freeway:
I210
E

Initial Postmile:
R28.707 DR (PAS) EB ON SAN GABRIEL BLVD

End Postmile:
R28.462 DH (PAS) SIERRA MADRE BL UC

Downtime:
7 : 17

Duration:
240

Weather:
0

Classification/Score:

TIM/MUTCD Severity Classification:	Major Traffic Incident
Impact Score for Response:	70

Response plan determined by rules:

Detour Routes

Passenger Cars

Walnut-Foothill via San Gabriel Blvd and R29.459 SIERRA MADRE VILL

Colorado Blvd-St-Pl / Huntington via Sierra Madre Bl / Altadena Dr and R29.744 NB ROSEMI

Walnut-Foothill via Hill Ave and R30.949 BALDWIN AVE

Trucks

Buses

Intersection Signal Control Requests

On Routes

Items

Walnut-Foothill: Flush Eastbound

Colorado Blvd-St-Pl / Huntington: Flush Eastbound

Off Routes

Ramp Meter Control Requests

On Routes

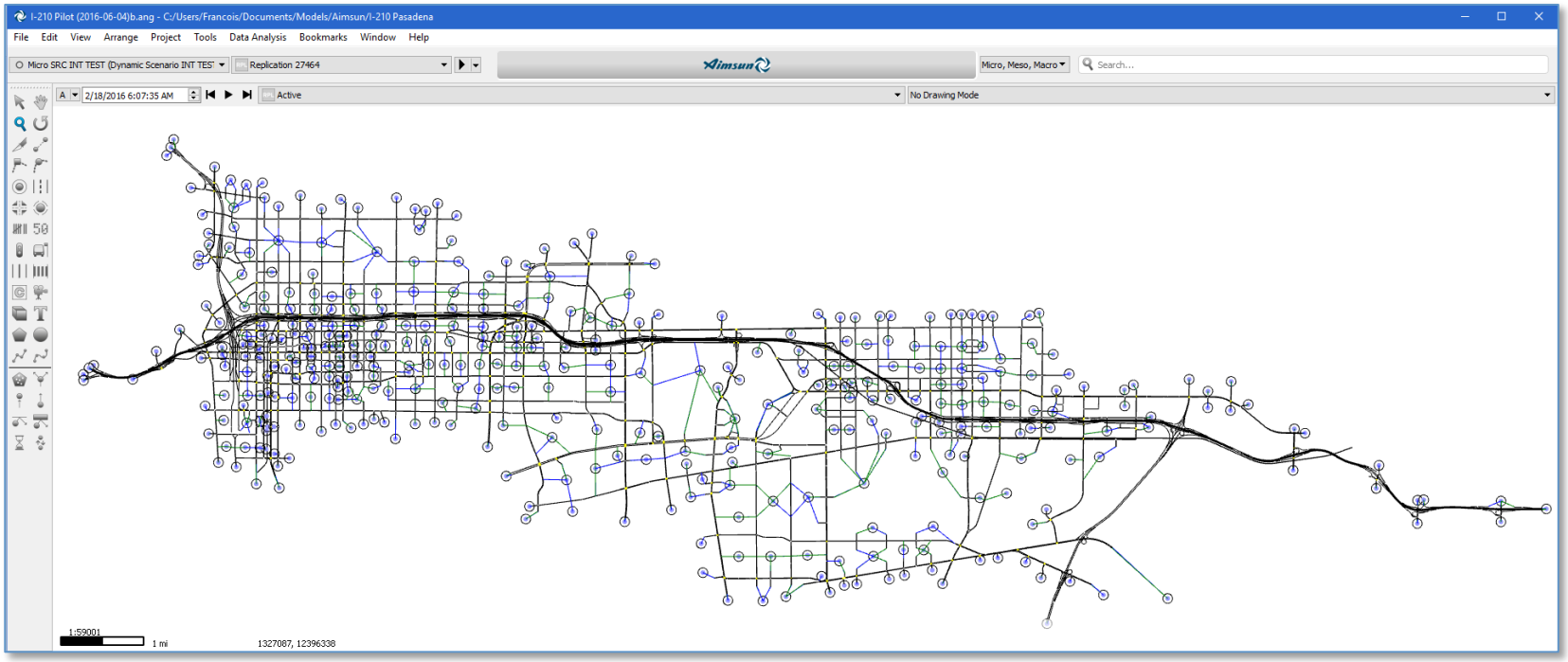
Items

R29.459 SIERRA MADRE VILL: Uncontrolled

Simulation Modeling

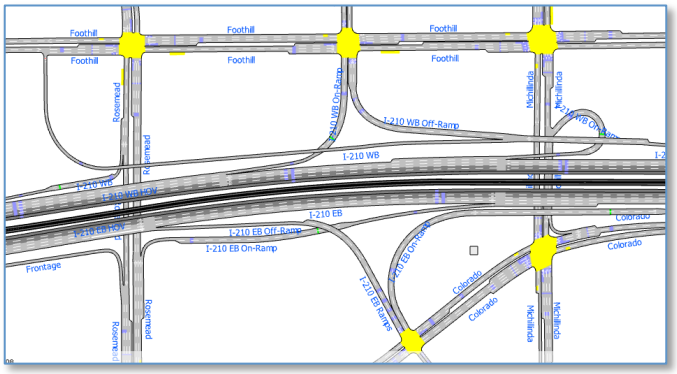
Aimsun Model

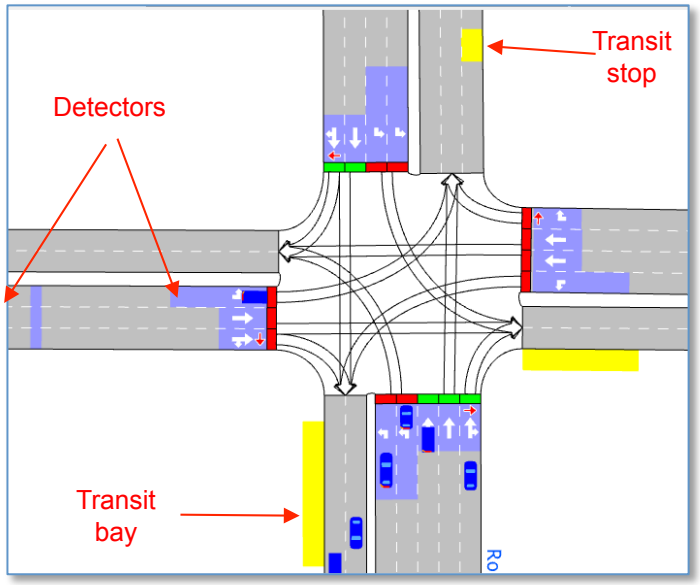
- **Coding of geometrical and basic control elements completed**



Aimsun Model

- **Freeway elements**
  - Roadways (Mainline, HOV, etc)
  - Speed limits
  - Truck restrictions
  - Traffic detectors
  - Ramp meters
  - Changeable message signs
- **450 Intersections**
  - Lane markings
  - Speed limits
  - Movements within intersection
  - Traffic detectors
  - Traffic signal operations
  - Stop-controlled intersections





Demand Modeling

- **Completed the mapping of modeled traffic origin/destination nodes to the regional Tier 1 Traffic Analysis Zones (TAZ)**
- **Available freeway (PeMS) and arterial traffic counts (from studies) entered into Aimsun**
- **Obtained Caltrans 2008 Regional Travel Demand Model**
- **Requested SCAG origin-destination data from the 2012 Regional Travel Demand Model**
- **Really appreciate SCAG's pleasant and important assistance ☺**

Aimsun Corridor Model Demonstration

Action Items and Next Meeting Time

Thank You