Traveler Information for Trucking

- What about CAV and what can be done in that regard relative to trucking? Marygrace responded that we need to make industry aware of the issues. Volvo is testing an over height bridge restriction system.
- Robert White commented that truck drivers frequently ignore height restriction signs causing serious problems. They are following their GPS that does not include information about height. Marygrace responded that we need to work to engage navigation providers, such as TomTom, etc.
- Marygrace emphasized that safety is a critical factor as it was when CVSN was established a number of years ago. We need to re-engage FMCA to help at the state and local level.
- PennDOT asked if any DOTs have relationships with trucker apps such as Trucker Path? Marygrace will check into this.
- Marygrace summed up the traveler information for trucking discussion by noting that VDOT worked with the I-95 Corridor Coalition through a federal grant. The next step is a truck parking workshop scheduled in early May 2018 followed by a Fall 2018 larger truck parking symposium. Marygrace encouraged the group to provide her with any issues that "keep them up at night." This is an important piece of information.
- Denise asked Marygrace to discuss the relevance to urban areas. Why do we need truck parking in the cities? Marygrace mentioned that the issue is provision of service and delivery. Parking needs to be provided close to the delivery areas. This is not an urban vs. rural issue. It is an economic issue and the ability to enter and exit the area in a timely fashion. Example: Elmira, NY used a brownfield site to create a truck parking area.

Takeaway Action Items

A WAZE Regional Meeting
- Discussion among agencies led to request for the Coalition to work to put together a regional exchange with the Tri-State and NE area to talk about the issues being seen with WAZE.
- Use the power of the Coalition because there is strength in numbers.
- To WAZE – a road is a road - they do not distinguish between freeway, arterial etc. For example, in order for WAZE to put into their system street restrictions, they need some type of documentation/ordinance from the requesting agency.
- In New Jersey, during the storm of March 7, 2018 WAZE did not have local road closures posted. There is a need for better coordination with them in that regard.
- Get CCP together with the I-95 Coalition members. Work with Ted Bobowsky (PANYNJ) and Solomon Caviness (NJTPA)
- There was a request that the I-95 CC post a list of WAZE connected citizen partners on its website

Mapping Discussions
- Work on including mapping as a topic for discussion relative to WAZE, CAV, routing, etc.
- We need to start talking about deep layer mapping within agencies as well as the mapping vendors.
- Look to add this topic to the Coalition Strategic Planning list.

Possible topic for September meeting:
- How States are using their travel information systems for Emergency Operations, such as severe weather and evacuations?

State Updates

Maine/New Hampshire	Integrating Oversize/Overweight information into the regional ATMS for posting onto the TIS webpage. They are using ProMiles https://www.promiles.com/
Vermont	Working to integrate WAZE events automatically into the ATMS to TIS system because the agency is not a 24/7 operation. They are currently validating the data for accuracy.
Massachusetts	Conducting a research project to look at the different sources of and gaps to traveler information to aid future policy decisions.
Rhode Island	Using WAZE data to post travel times onto DMS as well as sending to WAZE their event data.
Port Authority NYNJ	Continuing to work with WAZE to improve traveler information. They make their data available to 3rd parties and are keeping their mapping up to date in cooperation with ESRI.
New Jersey	Discussed their WINK system and that the agency is moving toward a virtual environment for its TI systems. Question: Does snow causes greater call spikes vs. hurricanes? NJDOT to follow up.
PA Turnpike	Presented their CV deployments in process. Completed a CV Roadmap, Work Zone pilot, DSRC architecture, Early Warning Detection Tools and are building a new ATMS system
PennDOT	CV and AV deployments are in process. Initiatives include the Smart Belt Coalition – a PA-OH-MI Work Zone Reservation System, the Harrisburg AV shuttle and Active Traffic Management in greater Philly.
Delaware DOT	A new mobile app launch with multiple features was presented.
Maryland DOT	Spoke about their CAV initiatives in process (Working group, law enforcement issues, testing, identifying test bed locations, CAV Strategic Action Plan, pilot projects and Smart Signals for SPaT).
District DOT	Working to improve real time data to the public by improving data into their ATMS.
VDOT	Presented on the agency's SmarterRoads.org http://smarterroads.org/login multifaceted data portal.
NCDOT	Converted its 511 from IVR to live operators. Costs have been reduced with no loss of service.
SCDOT	Advertising for the third generation 511 that will focus on evacuation routes. Reversible lanes will play a prominent role in the procurement.
Georgia DOT	Provided an update on their 511; 15 % of calls handled by the live operator are primarily reporting incidents and requesting assistance. The 511 web has 25-30,000 unique visits per week. The agency livestreams video and has WAZE incidents as a layer to their map. They now have a 511 app and its visits are beginning to surpass that of the website. GDOT has an open source data portal that requires a password to obtain data Building managed and reversible lanes and the public would like information on these as well as tolls.
Florida	Continuing to enhance their 511 system and their DIVAS system which has a fall 2018 target launch. Provided an update on their truck parking availability system.