

Breakout D
Weather, Information, Traffic Operations

Slide 1:

Mountain States

- Forecast for RWIS site
- Train forecasters
- Forecaster conference in RWIS

Slide 2:

Accuracy of RWIS

- Models need first 4-5 hours

How to keep it up

- Forecasters quality control in Utah
- Contract vs. Internal

Products

Communication

- Calls

Slide 3:

Contractor operations (paving)

DOT doesn't want liability

Internal vs. contract

NWS in AK (Alaska)

Arizona forecast bust

- More RWIS? No?
- VAM (value added meteorologist)
- Product R/S chances

Slide 4:

Product: Best

RFP's for forecast

State must know needs

Upper management

RWIS person to send e-mails before storms

Slide 5:

Holiday surges

511 updated poorly

- Plow cams
- Other cams

RCR refresh rates

Product: Market research

- Public complaints if down

Slide 6:

Public use more than internal

RCR forecast in SD

What does the public need?

DOT vs. partnership with Google, Inrex

Accuracy

Need combo speed / RCR

Slide 7:

CV (connected vehicle) data overwhelming

Will need private

Need to understand data

Not there yet

What data will be there?

WXCloud sensors on 20K long-haul CV

Better than DOT

Make data more useable

Slide 8:

Lack of experience

Wx & Mx

Training

Nelson report out notes:

Weather related-

- Literature survey on “how to do data”
- Value added meteorological services -> define the requirements in lieu of just taking what vendors have to offer.
- There needs to be a team effort between the field and the meteorologist provider to define what is needed and wanted.
- Best practices to lean on

Communication-

- Information to the snowplow drivers
 - Do we know what the drivers want?
 - Is there different information available?
 - Are there better sources of information?

Best practices-

- What does the public want?
- Dash cameras are very popular – the public loves them
- Market surveys could prove beneficial to determine what the public really wants and needs?