

Clarus ICC Meeting Breakout Group #1 Notes

Validate User Needs

1st Order: Surface Transportation System decision makers and customers

2nd Order: Surface transportation weather service providers AND weather service providers

3rd Order: Research community; climate data archive & non-surface transportation weather interests

Discussion:

- The user needs hierarchy seems to be rational.
- Look at end user needs in five years – many more mobile data sources may be available and that will effect our user needs definition (real-time basis). This relates to the VII – vehicles will have black box, radio and receiver. This could transform everything we do. **ACTION ITEM:** Will update group on VII at the March Clarus meeting.
- What about looking at EXCEPTIONS – when things change?
- An initial Clarus concern was that a regional operation would be “replaced” by a national implementation. How to influence decision makers? Sell it? The safety information in-vehicle. Information from vehicles needs to be public domain.

Expectations

What expectations do you have of Clarus?

Transit Needs

- Need a more refined set of needs for transit – at the mesoscale level (topography), for both the observed data and the forecast data.

Traffic Operations

- It would be exciting to have a network capability – storm tracking information across the state of Colorado, for instance. 72 hours upstream would be great.
- Is Clarus observational data or products? Product is a more accurate forecast for highway folks (including pavement forecasts).
- Traffic safety side – link crash data to weather data to come up with solution to help with measures and scenarios to reduce crashes.
- Data elements for bridges/overpasses as well as roadways. We should be looking at trouble spots in particular.

Bill Mahoney's User expectations for Clarus include:

- 1) Accessible national database of surface weather and road conditions.
- 2) Quality control capabilities and feedback to data suppliers.
- 3) Data set that allows the creation of surface transportation impact variables including, but not limited to, high winds, extreme temperatures, precipitation type (rain, hail,

snow, ice) and rate, blowing snow, drifting potential, pavement temperature, pavement condition, flooding, black ice, friction, etc.

- 4) Allow for generation of user specific alerts.
- 5) Integration with 511 services, in-vehicle information systems, VII, traveler information systems, roadway operating agency decision support systems (for traffic, incident, emergency management and maintenance).
- 6) Archiving for post analysis, statistical analysis, climatology, generation of severity indices, etc.
- 7) Standardization guidelines formats, siting, instrumentation, etc.
- 8) Improved forecasts of weather and road conditions

Private Sector

- Standardization on data collection and instrumentation. Collection intervals, etc.
- Data is input to NWS models; so private sector can approve forecasts for value-added services.
- Who provides the forecasting services for the surface transportation user? NWS and private sector.
- National leadership to pull Clarus together.
- Help NOAA improve those gridded forecasts (NDFD).
- Expectation: have guidelines/policy on liability issues. (and all other issues).

ACTION ITEM: At next ICC meeting, talk about NWS digital grid project.

Technical and Institutional Issues

- Liability Issue – due diligence response.
- Institutional Issues – roles and responsibilities for all agencies (who collects, integrates, archives, the data).
- Data Ownership – (RWIS data issues, MADIS data ownership issues. MADIS has stratifications built into database – some data can be sent to public users, another stratification of data is just for NOAA’s use, etc.
- Distribution/accessibility issues. Military example: classified data used in a classified database to create a grid that would then be made available publicly without its “source” data (this would have an impact on liability as soon). This would be compatible to VII as well.
- Deployment and Operational Cost - How much and who pays?
- Posting inaccurate data or knowing its inaccurate and not fixing it would be a problem with liability. The whole data quality issue is obviously important (technical and institutional). Clarus is not providing new raw data – it is providing a central collection point, right? Liability issues don’t seem to be directly related to Clarus.
- With private data, need to have some kind of data use agreement – may include where how data can be distributed.