Traveler Information

The Preamble

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Caltrans

Traveler Information the Preamble

Caltrans has been reporting traveler information since before we landed on the moon.

Starting in the early 1960s Caltrans reported highway conditions to the public through typed hourly reports sent via teletype 15 minutes to the top of the hour to subscribers for their own use or re-broadcast. Subscribers included business and government entities such as radio stations, the California Highway Patrol (CHP), the Federal Department of Transportation (DOT), The Office of Emergency Services (OES), the American Automobile Association (AAA), and Chambers of Commerce.

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In the 1970s

- 1976 - Now we are staring to change how we develop the data with the start of the LA TOC (42 mile loop).

In the 1980s

- We started to use better technology (aka Fax machines)

In the 1990s

- 1990 - Caltrans started Smart Traveler Concept
- 1991 – **Intermodal Surface Transportation Efficiency Act (ISTEA)**
- 1993 - 1-800 COMMUTE telephone access in Southern California
- 1994 - Real Time Rideshare Matching Demonstration in Southern California
- 1996 - Statewide Rideshare System Deployment
- 1997 – Multi-Use Smart Card Deployment
- 1998 – **Transportation Mobility Act for the 21 Century (TEA-21)**
- 1999 - Real-Time Multimedia Information available

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- **In the 2000s**
  - ODOT had TripCheck – Caltrans had nothing
  - District 1 and 2 had real time CCTV images online
  - Created EasyWeb project using MapPoint screenshots converted into tiles – precursor to Google Maps – Cutting Edge
  - Layers of ITS field elements to display location and images
  - Hard to maintain and update
- 2004 - Caltrans developed the Commercial Wholesale Web Portal (CWWP). The CWWP would provide the following benefits:
  - Provide accurate and reliable electronic information (lane closures, highway speed and traffic congestion, messages from changeable message signs, images from closed circuit televisions, roadway weather conditions) to ISPs.
  - Decrease time lags between data collection and distribution to ISPs.
  - Allow equitable access and apply consistent business practices for all ISPs, to avoid future charges of favoritism and conflicts of interest.
  - Simplify and standardize the business arrangements and use conditions for the Department's travel information data.
  - Allow the removal of individual ISP connection from Transportation Management Centers (TMCs) to improve security, reduce cabling and ISP equipment, and reuse space for traffic operations needs.
- 2005 - The Travel Information Map implementation (TIMI) Project started by Transportation Systems Information (TSI) Division.
- 2005 – Start of Travel Times on CMS 2005 ITSA World Congress event in San Francisco
  - Had access to most of Caltrans CCTV and CMS data, as well as ODOT data via TripCheck
  - Google Earth was just released
  - Multistate mashup of realtime CMS and CCTV information on a satellite map – REVOLUTIONARY!!!!
- 2005 **– Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETY-LU)** Section 1201, establishes Traveler Information as a Federal Requirement.

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• What is the CWWP?
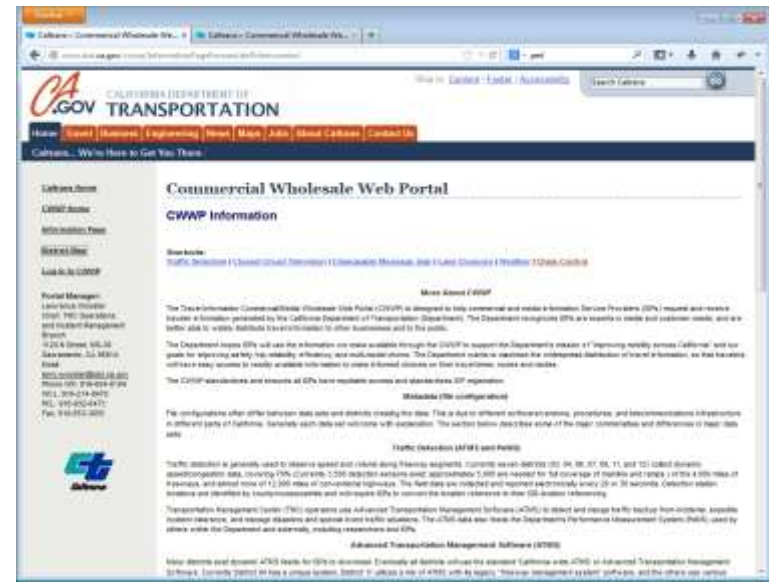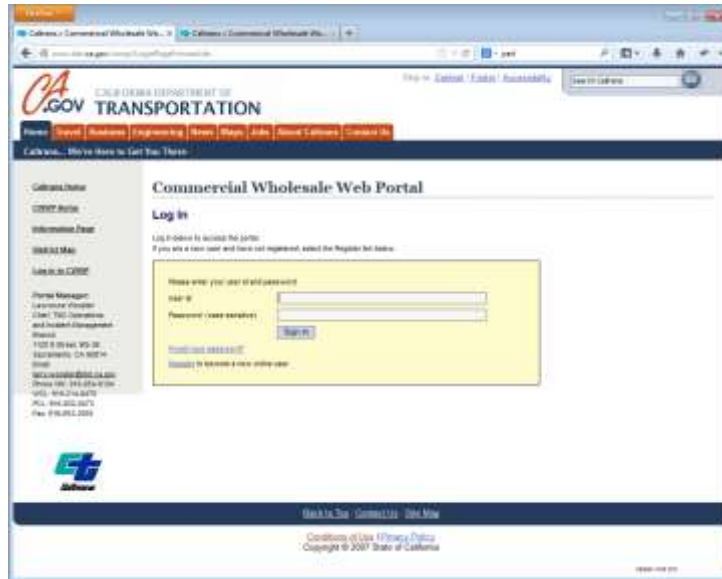
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- **In the 2010s**
- 2010 - Real-Time System Management Information Program (RTSMIP) requirements under SAFETY-LU 1201 requirements published in Federal Register
- 2011 CWWP2 born
  - CWWP was not able to deliver the Caltrans data in a format that was easy to use, accessible and documented
  - Born out frustration to met the needs of OSS
- 2012 Synchronization between CWWP2 and user applications
  - OSS, Weathershare, AWOS / RWIS, Quickmap, VideoMap all use CWWP2 data now
- 2014 – November 8, 2014 States must have approved Real Time System Management Information Program (RTSMIP) for Interstate System Highways.
- 2016 - November 8, 2016 State must have approved RTSMIP for State designated metropolitan area routes of significance.