Appendix I: Second Round of District Visits
Meeting Notes

Date: January 18, 2000   **Location**: Hutchinson District Office #5   **Number of Attendees**: 16

Verbal Comments and Questions from Attendees

➢ Following the presentation of the videotape showing use of ITS technology in MN, one person commented that since KS seldom experiences 'white out' conditions during snow storms, the technology shown in the videotape would not produce much benefit in this state.

➢ *Re: RWIS*
   Are local and state government agencies able to communicate with each other so that weather data can be shared in a timely manner?

➢ *Re: Fiber Optic Network*
   How much data can be carried by a fiber optic cable?

➢ *Re: KDOT Set-aside funds for ITS Projects*
   Two people asked whether AVL projects are eligible for set-aside funding. They mentioned an instance where a snowplow was stuck on I-135 near Newton for 4 hours. This could be a potential project in District 5.

➢ *Re: Funding For ITS Projects*
   Can local governments use federal safety funds for their ITS projects?

➢ *Re: Table 1 of the Executive Summary*
   Does technology now exist to integrate existing RWIS systems?
   The accuracy of information is currently a major legal obstacle. Various government organizations are reluctant now to share their information. If inaccurate data are included in an integrated RWIS system, who will be responsible for any inaccuracies?

➢ *Re: Open Architecture and Standards*
   Will the standards require equipment that is unaffordable by small, rural local governments?
   The standards should allow low cost equipment to meet the standards.

➢ *Re: KITS Database*
   Will the KITS database be available to read by non-KDOT government organizations?
   Will the KITS database be available on the Internet?

➢ *Re: ITS Funding*
   How are other states funding their ITS projects?
   Has anyone thought of finding ways to get money from insurance companies and car manufacturers to combine with government funding sources so that more money would be available for ITS projects?

➢ There was a general discussion involving multiple people about the existing RWIS system, including the conditions under which government organizations now use RWIS data, the accuracy of the data, length of forecast period, and geographic area covered.

Written Comments and Questions from Attendees

➢ There was a request from a county person for a copy of the snowplow video. He said he could get a "lot of mileage" showing it to his people to show them one area of ITS.

➢ One person commented that the second seminar was much more informative than the first because it focused on specifics to show how ITS can benefit them.

Date: January 19, 2000   **Location**:Garden City District Office #6 **Number of Attendees**: 24

Verbal Comments and Questions from Attendees

➤ *Re: Speed Display Trailer Shown in Videotape*
  Did KDOT get any data from MODOT about the effectiveness of their effort to control vehicle speed on I-70 in Kansas City using speed displays?
➤ One person described equipment they had seen on I-70 in CO that might have been used to either monitor vehicle speed or enforce speed limits. No one was familiar with the equipment that was described.
➤ *Re: Table 1 of the Executive Summary*
  What is the current status of the NASCAR racetrack project in Kansas City?
➤ *Re: Table 2 of the Executive Summary*
  One person asked for clarification of one listed project.
➤ *Re: The Driving Public*
  One person commented that the presentation did not address an important factor: the "idiocy" of the driving public.
➤ Does KDOT share ITS information with other states or countries?

Written Comments and Questions from Attendees

➤ One commented that their maintenance personnel would be excited to try the new technology shown in the snowplow video. He also recommended pursuing more funding from FHWA in the interest of safety.
➤ One expressed concern about the road condition hotline and its need to be updated in a timely manner. He elaborates that nobody makes this task his or her primary responsibility.
➤ ITS needs in SW Kansas are centered on road condition reports, road closures, and alternate route advisories.
➤ Compatibility of data is in issue, especially with motor carriers since they cross over state lines. District 6 needs some pilot or test projects. WIM should be a priority since truck traffic is high in SW Kansas.
➤ ITS is great but it is still the responsibility of drivers to drive safely. ITS is not the cure all but it is a step in the right direction.

Date: January 20, 2000   **Location**: Norton District Office #3   **Number of Attendees**: 17

Verbal Comments and Questions from Attendees

- *Re: GPS Technology Shown on Videotape*
  What is the cost of a GPS system?
- Will the ITS data that KDOT eventually has be released to the public, or somehow protected from public access?
- If magnetic tape is installed on roads and car manufacturers then install equipment on cars that reads the tape, then when roads are officially closed due to snow, will people with such cars complain that "I can see the road, so why can't I drive on it?"
- Can a GPS system support several different applications?
- Do the fiber optic cables in KS now cross state lines into MO, CO, OK, and NE?
- Will any of the ITS projects listed in the Executive Summary be federally funded?
- What kinds of people should be the 'champions' of an ITS project?
- Are the projects listed in the Executive Summary going to compete with new projects for KDOT's ITS Set-aside funds?
- Is the $40 M cost of the Kansas City ITS project going to be funded from KDOT's ITS Set-aside fund?
- Will our new projects duplicate projects already listed in the Table in the Executive Summary?
- Is the ITS database now on intra- or inter- net?
- How will you combine new ITS communications with Kansas Highway Patrol's central communications and dispatch center in Salina?
- If a project approved on KDOT Form 883 includes ITS, does the ITS part get funded through that project or from the KDOT ITS Set Aside fund?
- Can federal safety funds be used for ITS projects?
- Where does passenger car Mayday equipment fit into the KS state architecture for ITS?
- Is Mike Floberg's email address on the Groupwise system?
- What is the status of getting more cellular phones for use by KDOT Area personnel?
- Is it possible for cellular phone companies to use KDOT radio towers in exchange for no cost/low cost cellular phone service for state employees?
- Can ITS funds be used to buy cellular phones?

Written Comments and Questions from Attendees

- One person gave a list of projects on I-70 where ITS implementation should be considered. These projects have not yet been let. He would also like to see interactive kiosks at rest areas that survey travelers for their opinion on the rest area and the highway system.
- It will be exiting to see how KDOT can utilize the fiber optic network and VMS applications.

Date: January 25, 2000   **Location**: Salina District Office #2 **Number of Attendees**: 13

Verbal Comments and Questions from Attendees

➢ *Re: RWIS*
   Why can't RWIS data be shared between state sites and local sites?
➢ *Re: ITS Set-aside funds*
   What kind of projects are we looking for from local agencies?
➢ *Re: CVO Projects*
   What was the WIM site in Wabunsee County used for?
   Are there plans for having enforcement applications in the ITS/CVO area?
➢ One person suggested having some sort of traveler information on the Kansas Turnpike
   before entering the turnpike? The congestion gets bad going to Chiefs games and once you
   get on the turnpike you are stuck. The person acknowledged that KTA may not want to
   cooperate though since that would mean less revenue.
➢ *Re: Near-term Projects*
   What are phase 1 and phase 2 of the I-70 Traveler Information projects?

Written Comments and Questions from Attendees

➢ A lot of the Plan does not apply to the Counties.
➢ The Architecture diagram provides a good visual concept of overall ITS system. Include a
   glossary of acronyms in the Plan. Provide a Table of Contents in the final Plan.
➢ RWIS interface for cities and counties could become an excellent tool to promote ITS with
   local governments.

Date: January 26, 2000   **Location**: Chanute District Office #4   **Number of Attendees**: 40

Verbal Comments and Questions from Attendees

➢ *Re: Snowplow Video*
  Why is the magnetic tape black? Can it be other colors?
  What is the cost of the GPS installed on the snowplow in the video? (asked by Fireman)
➢ *Re: Project List*
  Why are there no projects for Southeastern Kansas?
➢ *Re: Need for projects in District 4*
  What about possibility of moving a kiosk from Paxico (when it closes) to District 4? (Matt's suggestion)
  We should try to have projects for each District in our project list. (Matt)
➢ What are the Last Mile Connection Projects? Connecting District offices to the fiber backbone.

Written Comments and Questions from Attendees

➢ We need to implement motor carrier inspection stations and WIM on US-75 near OK border. Compatibility with OK CVO system is also important.

Date: January 31, 2000   **Location**: Topeka District Office #1   **Number of Attendees**: 51

Verbal Comments and Questions from Attendees

➢ *Re: Snowplow Video*
   What is the cost of the 3M magnetic tape and how long is the warrantee?
➢ *Re: Implementation Strategies*
   You mentioned conforming to federal standards. What does this mean?
➢ What does the "Install AVL in Paint Trucks" project entail? It would be helpful if
   maintenance had a map showing where durable marking is and isn't. Could ITS help with
   this?
➢ *Re: ITS Set-aside funding*
   What kind of projects can the locals apply for?
   Can the local agencies apply for FY 2000 funding?
➢ *Re: Red light running enforcement*
   What is its status in Kansas?
   Answer from audience: There is an evaluation project going on in Overland Park right now.
   This concept is going to be proposed to the Kansas Legislature in 2002.
➢ *Re: Traveler Information kiosks*
   How do the traveler information systems work (kiosks)?
   What are the costs for the kiosks?
➢ What sources of funding are available for signal improvements; ITS set-aside or
   conventional?
➢ *Re: Mainstreaming Strategies:*
   Does mainstreaming include educating the KDOT headquarters on ITS? That is very
   important for ITS to work in Kansas.
   Mainstreaming can be as simple as putting in conduit into a design project for future ITS
   expansion. It doesn't have to be complicated.

Verbal Comments and Questions from Attendees

➢ One requested VMS to tell drivers not to drive on shoulders to make right turns.
➢ One suggested using an off road guidance system (i.e. GPS) for guiding snow plows instead
   of the magnetic tape.
➢ It does not make sense to have AVL in paint trucks. It would be better to have a database of
   pavement markings so that maintenance personnel know where markings are. It would be
   good to have AVL in snowplows to help them see the road better.
➢ KDOT should install hard conduit in new construction projects. This conduit should be large
   enough to accommodate many cables and it could be leased on a first come-first serve basis.