VCC Coordinated CAD Launch Meeting

Thursday, March 21, 2019 12:30pm - 2:00pm
Sieg Hall 129

Attendees
In person:
Adiam Emery (SDOT)
Melaku Dubie (SDOT)
Sonia Savelli (UW)
Zach Elmore (WSP)
Patricia Westik (SDOT)
Mariah Rosman (UW)
Gaia Borgias (UW-MIC)
Ron Vessey (WSDOT)
Sonia Palma (SDOT SRT)
Ridley Jones (UW grad student)
Bill Cornell (Pariveda)
Mark Haselkorn (UW)
Tim McCall (SDOT)
Mark Freitag (Metro)
Travis Phelps (WSDOT)
Sayuri Koyamatsu (WSDOT, TMC)
Mike Worden (Mayor's office)
Cody Scriver (SFD)
Al-Ahad Ekram (METO)
David Baker
Mike Sharp (SFD)

Dial-in:
Larry Gruginski (WSDOT)
Richard Warren (WSP)
Justin Belk (WSDOT)

Background:
Review of previous work, current issues and goals (see attached slides)

Discussion:
General Issues:

- There will be a language problem across agencies. Will need a "dictionary" to translate everyone's vocabulary
- Vendors tailor each CAD to the needs of that particular user. Will need to integrate for VCC.

- Some info better shown on a map than a spreadsheet.
- Map version has different layers (ex: camera, location, overhead message, assets, construction, ect.)
- Will need to address vendors desire to maintain proprietary nature of vendor data.
- Need to achieve open architecture: interfaces, APIs
- WSP shares CAD with WSDOT
- Need to build around what's currently in the CADs
- Discussion on manual versus automated processes. Such as, rerouting dispatch without adding additional labor.
- Data will be filtered appropriately to fit the needs of all stakeholders in the VCC.
- System will be at least as secure if not more secure than already existing systems.
- This project will create a "data lake" where information will be pulled from the lake rather than pushed to the agencies.
- Needs to be able to find and pull information based off of key words without generating extra work for people.
- Discussion of information that was needed during recent snow incident gives an idea of what is needed in the VCC.
- Hope to use AI and machine learning to anticipate the evolving needs/scope of an incident.
- Need to know the location of assets and what they're bringing to the incident.
- The consolidated CAD will be in a cloud-based environment.
- Discussion about call center versus dispatch center - they can be similar but generally the call center takes the initial call, then sends it to the dispatch center who dispatches units to incident.
- It will be important for lane blockage to be among available information on VCC.

<u>Scoping Discussion:</u>

- Where does CAD flow start?
    - Need to know what the call is and where it is, but not necessarily when the first 911 call comes in.
    - TMC needs to know an estimate of how long the asset will take to get to the incident.

- Where does CAD flow end?
    - When the incident & congestion are cleared, a report is generated detailing the CAD details of the incident.

<u>CAD Owners:</u>

1. WSP - shares a filtered version of their CAD data with WSDOT. System is based on standard MS SQL and should facilitate sending our data to the cloud.
2. SPD and SFD - Police and Fire have different CADs from different vendors but they share a common operating picture.

3. Metro - Has their own CAD. They use a manual process for rerouting but do collect data to predict traffic models.

Other information that may be operationally useful:

4. Metro uses King County 9-1-1 Call Center to dispatch to incidents. Do we want to add them as a partner?
5. SDOT's COP has other data that may be needed in the VCC. SDOT APIs for planned events, construction, etc.

Moving Forward:

- Explore other partners such as King County 9-1-1 and Sound Transit
- Explore lessons from WSP sharing with WSDOT. What exactly is omitted from WSDOT's view of the full WSP CAD?
- Establish working meetings to discuss the constraints and opportunities of the VCC CAD from a more technichnical perspective.

Next Meetings:

- SAJOG Meeting- April 4, 2019
  1:00pm-2:30pm
  Seattle Municipal Tower (SMT) Room 3832
  700 5th Avenue
- VCC Coordinated Technical CAD Working Group Meeting- March 28, 2019
  9:30am-10:30am
  Teleconference line: 206-616-2663, Passcode: 360679#