To All ITE Members:

Andrew Chatham, Principal Software Engineer for the Self-Driving Car Project at Google, Inc., will be discussing "Google's Self-Driving Car: What We've Done and What We Need" at the ITE Mid-Year Technical Meeting in Miami, FL during the [plenary session](http://ite.cvent.com/events/ite-2014-technical-conference-and-exhibit/agenda-bee5f7ffea4540ffbf41f324d1e6c081.aspx) on Tuesday, March 11, 2014.

In preparation for the discussions at the Miami meeting, Andrew sent these specific questions to us at ITE:

1. **Can ITE standardize the way locations are specified for digital maps of municipal streets and roads?**  Google Map engineers like OpenLR as a way to specify location.  For comparison, CalTrans gives us the freeway name and mile markers, which we then have to translate into latitude and longitude ourselves.
2. **Can ITE standardize the ways in which data records are kept for road closure events (utility work, construction, street festival, etc.)?**It would be helpful for autonomous vehicles, Google Maps, and probably other companies if we eventually had the following for each closure event (utility work, construction, street festival, etc.):

- coordinates in openLR format

- estimated start and end times, if available

- Whether it's currently active

- Whether the incident totally blocks the road or just reduces capacity

- Type of work

- Engineer's informal description of the work being done, to add context

The "active" bit is useful because we've found some organizations provide the contract duration as the start/end times, which is too broad to be useful. It doesn't help us much to know there may be construction sometime over the next 2 years.

For the type of work, we've found it useful that CalTrans gives us a few categories of work. If a lane is closed for utility or landscaping work, we know the road is basically the same as before when the work ends. But if it's resurfacing or adding signage, the meaning of the road network may be different after the work.

1. **Does ITE have any insights or authority over the following "Nice-to-Haves"?**
a.  Moving road sweeping operations.  These don't entirely block lanes but you wouldn't want to drive in them.  It's also tricky because these are moving events.

b.  Can the same format could be used for reporting traffic incidents or collisions?  Currently that information is published in various formats on 511 or highway patrol pages, and it would be nice if it could also fit in this framework.

If you have any thoughts, opinions, ideas in response to these things about which Andrew is wondering, please share them in this General Membership Community.  It'd be great to have your input prior to Andrew's time with ITE members in Miami on Tuesday, March 11!