The Impact of GPS on
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511 is much more than a phone service
Location of traffic incidents on the ground are interpreted into verbal descriptions so the driver can make better travel decisions without having to consult a map.
Incident description and location comes from limited sources
A maintenance manager may want to alert travelers to a repaving project or;
A State Trooper reports a crash in a rural area.
Right now, it is a one way flow of information from us to the driver.
Please do not view while driving!

Statewide

Incidents

Interstate 40 westbound in Davidson County - Crash - Multiple Vehicles at EXIT 215. SR-155 / BRILEY PKWY. reported at 2:20 PM 9/12/2012 and estimated to be cleared by 3:00 PM 9/12/2012 (Central Time Zone). Westbound traffic is affected with the off-ramp blocked. Eastbound traffic is affected with no delays.

State Route 155 northbound in Davidson County - Crash - Multiple Vehicles at EXIT 6: I-40 RT. & LT. (Mile Marker: 6.8) reported at 2:20 PM 9/12/2012 and estimated to be cleared by 2:50 PM 9/12/2012 (Central Time Zone). Northbound traffic is affected with left lane blocked. Southbound traffic is affected with no delays.
Situational awareness for the driver and TDOT are independent of each other.
Somebody tries to tell you where things are and YOU have to figure what to do about it.
The Game is about to change and GPS will make that possible

Thanks to GPS, many drivers now know exactly where they are.

The next step is to have a two way communication between the vehicle and information services.

Numerous entities now track the GPS location of vehicles.
Thanks to GPS, many drivers now know exactly where they are.
We are approaching the point where we will know also.
Numerous entities now track the GPS location of vehicles
The next step is to have a two way communication between the vehicle and information services.
Companies such as Onstar are beginning to do this.

And TDOT already publishes all traffic data in the public domain and it is used by numerous services

The next logical step is to capture information
And TDOT already publishes all traffic data in the public domain and it is used by numerous services
The next logical step is to capture information from the vehicle and convey that to traffic management.
We want to capture positional and environmental data from the car and use that just like other traffic detectors.
Sort of a crowd sourcing for traffic flow data.
And it is only possible because of GPS