



I-95 Corridor Coalition: TDADS Steering Committee Meeting #2

November 21, 2019

Question and Answer Summary

NOTE: Results from the Polling Questions asked during the webinar are provided at the end of this document.

General Questions:

Q: Alan Warde (New York State DOT): Regarding the probe data, will it be filtered to assure that adequate samples exist for the individual TMCs? We've observed that reliability measures can give very high scores for TMCs that have relatively few samples and this may skew the results of the analysis. Do you envision the project providing a link(s) between causes for freight congestion and the PM3 Freight performance measure? If there are very few probe samples, a "false-positive" can result that may inaccurately identify a disruption.

A: Ignacio Tous (UMD CATT Lab): We are pulling the probe data for when a disruption is initiated which Mark will show on the next slide.

A: Mark Franz (UMD CATT Lab): Point noted. We did some high-level investigation of this consideration. As Ignacio is presenting, we are in fact able to link a majority of the disruption events to a specific cause. We suspect that if the probe data was indicating false positives, there would be more "unclassified" events. It is worth noting that the one-minute data tends to have higher quality than the five-minute NPMRDS data.

Q: Susan Catlett (NJDOT): After your initial evaluation of Waze data for incidents, will there be a review against a state's data and/or CAD? Just wondering how Waze and other data match up.

A: Mark Franz (UMD CATT Lab): We did an independent study for I-95CC that looked at potential benefits Waze data that looked at incident detection vs. state DOT data as well as the number of unique new events that would be provided by Waze. We're working on publishing that report but we have a powerpoint slide prepared and we can review that.

Q: C Patrick Zilliacus (MWCOG): Mark, have you considered an environmental disruption that is not listed here - that would be very bright sunshine, on clear days especially when the sun is low on the horizon on clear days (an example I am familiar with is I-66 eastbound in AM (and westbound in PM) in Northern Virginia.

A: Mark Franz (UMD CATT Lab): That came up in a few of our meetings with the bureau of transportation statistics and that is one of the potential causes of congestion. We decided that for this phase of the project, doing sun angles for every TMC of the NHS was out of scope, but in future phases of the project that may be one of the directions we go, especially if we offer a drill-down to a specific road and identify it. That's certainly an important consideration.

Q: Susan Catlett (NJDOT): value of time question: is there one number for commercial vehicles or is there categories; is there also a value for transit?

A: Mark Franz (UMD CATT Lab): In this phase of the project we use a constant vehicle fleet assumption of 10% commercial and 90% passenger vehicles. We do not include transit vehicles in the analysis



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Q: Kirk Zeringue (Louisiana DOTD): Will you only be able to view results in UDC or will you be able to see it as a function of time (user delay in hours per factor)? Will we be able to see the results total hours of delay rather than delay cost?

A: Mark Franz (UMD CATT Lab): Ignacio will present some of the mock-ups that provide info on the overall UDC and the percentages in each of the bins. And good suggestion, we can add the option to display that in the outputs.

Q: Michael Iacono (MNDOT): Could you produce a second pie chart that disaggregates the "multiple cause" events into combinations of 2 or more causes? You might also consider identifying factors that appear in several 'multiple cause' categories (e.g. incidents, weather).

A: Mark Franz (UMD CATT Lab): The intention that we have is that analysis where we identify the top four or so causes and present them as individual slices and then the rest will go into the "multiple cause" bin. This is only because doing that state-by-state or an exhaustive list of all multifactor was too computationally expensive at a national level. They'll get their own slices in the primary chart once we identify what the top four multiple causes are.

Q: C Patrick Zilliagus (MWCOC): Will we be able to run these numbers using an NHS network that is not consistent with state boundaries? At the MPO where I work, we have counties in two states plus the entire District of Columbia.

A:

Q: Emily Parkany (Vermont AOT): Is the larger number for Signals related to more congestion/volumes on NHS arterials (compared to 2004)?

A: Mark Franz (UMD CATT Lab): I can't answer that one directly – I'd have to look up which arterials are included in the 2004 study and what signals they had at what locations at that time. We can look into it and see if there are more or less signals in our analysis. For what it's worth, our OSM signal database has a little over 330,000 signals throughout the US. I'm not sure if there's a ground truth, but our preliminary testing makes that number look reasonable.

Q: Mark Metil (Gannett Fleming): So, since the category has been renamed "Traffic Signals", is there a way to drill down to differentiate between capacity issues and poor signal timing?

A: Mark Franz (UMD CATT Lab): This question came up during the first stakeholder meeting – it's a little outside the scope of this phase, but we have an idea of how to do it



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in a future phase. We'd be excited to help identify if there are signal timing issues or if it's operating at full saturation/capacity.

Q: Jason Firman (Michigan DOT): any potential to drill down from statewide to region and corridor level?

A: Mark Franz (UMD CATT Lab): Similar to the previous question, that's one of the paths we can take in the future to drill down on the state level to the county, subcounty, specific road, and not just for a year but a specific time range. Please vote for that if you think it's an important next step or path.

Q: Ramkumar Venkatanarayana (VDOT/VTRC): Could we multi-select states of interest? Nearby states and similar states (geography, traffic, miles of highway) would be very helpful for comparison, rather than alphabetical list

A: Mark Franz (UMD CATT Lab): In the initial version, we're putting boundaries at states and this is designed to be a static tool during this phase. If we go toward the deep-dive analytics, it will likely have a more traditional probe data tool feel where you can select specific road segments and go across state borders. Unfortunately we can't provide that during this phase of the project.

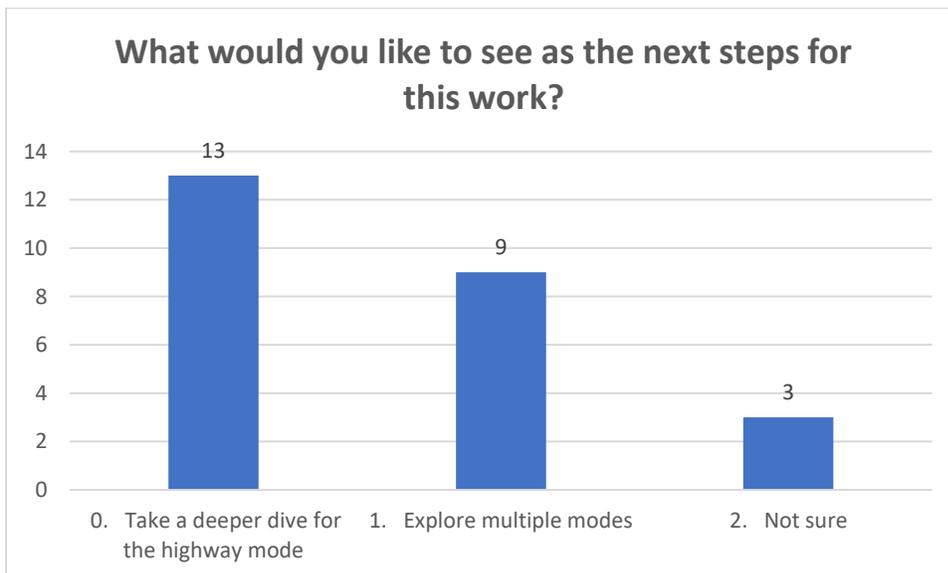
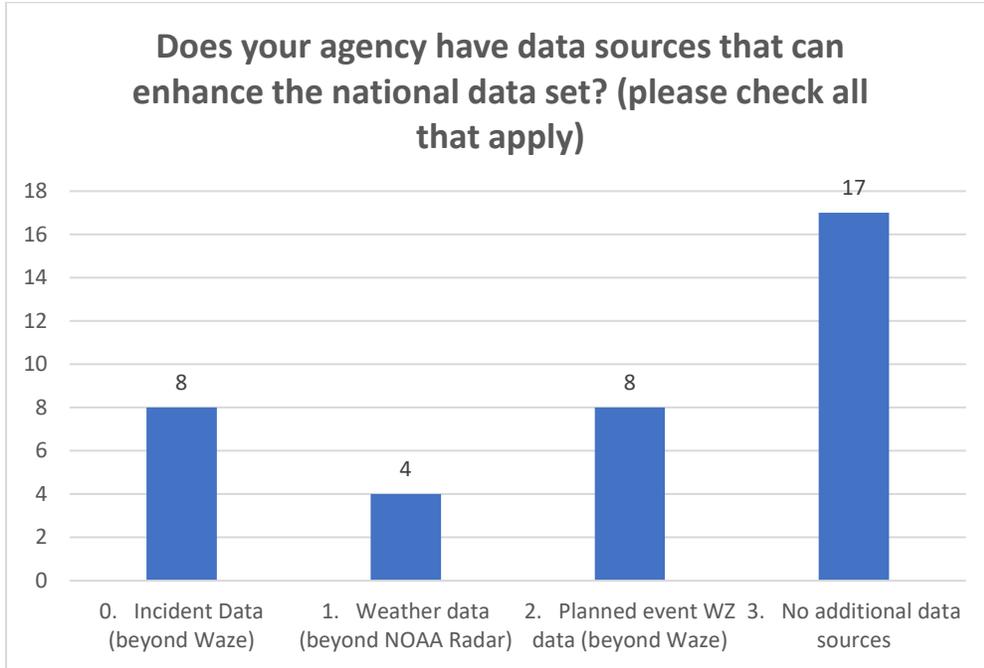
Q: Kirk Zeringue (Louisiana DOTD): Is fog included in the weather factor?

A: Mark Franz (UMD CATT Lab): Waze users can report fog, but it's not coming in from the NOAA feed. It's difficult to document the exact location of fog from the radar data, which is why it's not being included in the conflation process, but we do have Waze-reported fog.



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Polling Results:





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