



I-95 Corridor Coalition: RITIS & PDA Suite User Group Webinar

February 14, 2019

Question and Answer Summary

General Questions:

Q1: Kim Samson (FTE): Why is I-75 shown instead of I-95?

A: Michael Pack (UMD CATT Lab): One side wall is dedicated to I-75, and the other is dedicated to I-95. So, both are visible at any time on separate walls.

Q2: Richard Rabinowitz (NJDOT): How many walls are there?

A: Michael Pack (UMD CATT Lab): They literally have video displays surrounding the entire TMC 360. The front wall is a true cube-style video wall, then they have projectors projecting on the side and back walls. It's a fantastic use of space, in my opinion. Also, the fact that they focus less on live video, and more on data and other information is very cool.

A Daniel Smith (FLDOT): The data maps are running on virtual machines, cropped perfectly to get the most use of the entire video wall without wasting space.

Q3: Simon Nwachukwu (NJDOT): In the early stage of this project, I sent some arterial routes in NJ for validation reports. Do you still have these routes/validation reports for NJ's arterial routes?

A: Joanna Reagle (KMJ Consulting): All of the validation reports are posted on the Coalition's website on the VPP Page in the "Data Validation" tab
<https://i95coalition.org/projects/vehicle-probe-project/>

A: Zach Vander Laan (UMD CATT): There is a 2015 NJ validation report on NJ-37 (3 separate reports - one for each vendor), and 2018 report on US 1/9 (single report containing all 3 vendors). Both can be downloaded at the link that Joanna provided above.

Q4: Bijie Ding (City of Atlanta): In RITIS, I can select local roads too. Are the data on local roads reliable or have they been validated before?

A: Zach Vander Laan (UMD CATT): Thus far our off-freeway efforts have focused on high-functioning arterials. We are increasingly trying to validate along different facility types, and some recent arterial reports have included lower AADT roads, however we haven't focused specifically on low-volume local roads.

C1: Richard Rabinowitz (NJDOT): Query tool could use a bigger font.

Q6: Enock Mtoi (AECOM/FTE): Do the agencies have to pay to get access to XD? I see in Florida I can access XD for Miami only, are other regions going to be covered?

A: Rick Schuman (INRIX): Any agency that has an active data license with INRIX - say through the I-95 CC's VPP - can include XD data into the PDA suite tools. Contact Michael or myself if interested and we can assess the situation and what would be needed to enable for an agency/state/region.

A: Michael Pack (UMD CATT Lab): XD data is 4 – 8 times the size of the standard INRIX data, so there is an increase in the data storage costs.



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Q7: Jungwook Jun (VDOT): Can you provide us with TMC-level delay measure? For example, when we select I-95, right now we can only have one single delay for the entire corridor. Can we have TMC-level delay measures?

A: Michael Pack (UMD CATT Lab): It can be done by segment now but it is cumbersome. There is an API available for Uniform Delay Cost (UDC) for individual TMC segment data but it provides raw data not visualizations. The CATT Lab is looking to develop a Congestion Scan like tool for UDC but it is not likely in the short term. Michael asked that Jungwook contact him to discuss specific needs that will assist in the tool development.

Q8: Ira Levinton (NJDOT): Are XD segments shorter and more complete than TMCs?

A: Rick Schuman (INRIX): In general, there is both an increase in road coverage and segment granularity. Specifics depend on the region. In general, Purdue's research found that XD segments were far more suitable for arterial validation than TMC segments.

A: Richard Rabinowitz (NJDOT): "INRIX XD (eXtreme Definition) are segments that cover more miles of road than TMC segments, generally with greater granularity, and with the ability to adapt more quickly to changes in the road network and the addition of new roads and new markets." - <http://docs.inrix.com/reference/glossary/>

Q9: Kelly Wells (NCDOT): Which EDC project does this VPP tool go with?

A: Michael Pack (UMD CATT Lab): The EDC 4 - Using Data to Improve Traffic Incident Management – is in the RITIS Suite.

A: Paul Jodoin (FHWA): The EDC project is "Using Data to Improve TIM".

Q10: Catherine Tulley (SWPC): Does INRIX provide any sort of TMC/XD segment crosswalk?

A: Rick Schuman (INRIX): Yes, we can; requires a small added fee to license data from our map provider, but directionally the answer is yes.

C2: Ira Levinton (NJDOT): The bottleneck ranking tool gives an EXCEL spreadsheet with lots of huge numbers but does not have definitions of what the measurements are such as time (seconds, Minutes, hours), distances (feet, miles, etc.), and whatever measures are applicable.

C3: Richard Rabinowitz (NJDOT): Services and tools should strive to explain what they report.

Q11: Mohamed Kaddoumi (Charlotte, NCDOT): Could choosing an MPO be an option when choosing a region in PDA. Similar to NPMRDS

A: Michael Pack (UMD CATT Lab): Absolutely! It makes sense for some of the PDA Suite tools.



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Q12: Kelly Wells (NCDOT): I think we still spend much time manually combining overlapping bottlenecks before we use the bottleneck rank tool output. Is anyone else doing this?

A: Michael Pack (UMD CATT Lab): Since we are up against our noon stop time, let's talk after this. I will send you a web meeting link, and we can bring up the bottleneck results page. Perhaps we can also focus on this during the next User Group meeting.

Q13: Ira Levinton (NJDOT): Yes, there should be something attached with the definitions and formulas

A: Michael Pack (UMD CATT Lab): Good point. We could provide that information in a Readme or Metadata file along with the request.

Q14: Jerry Snead (NCDOT): Could you expand on the vision of TDADS?

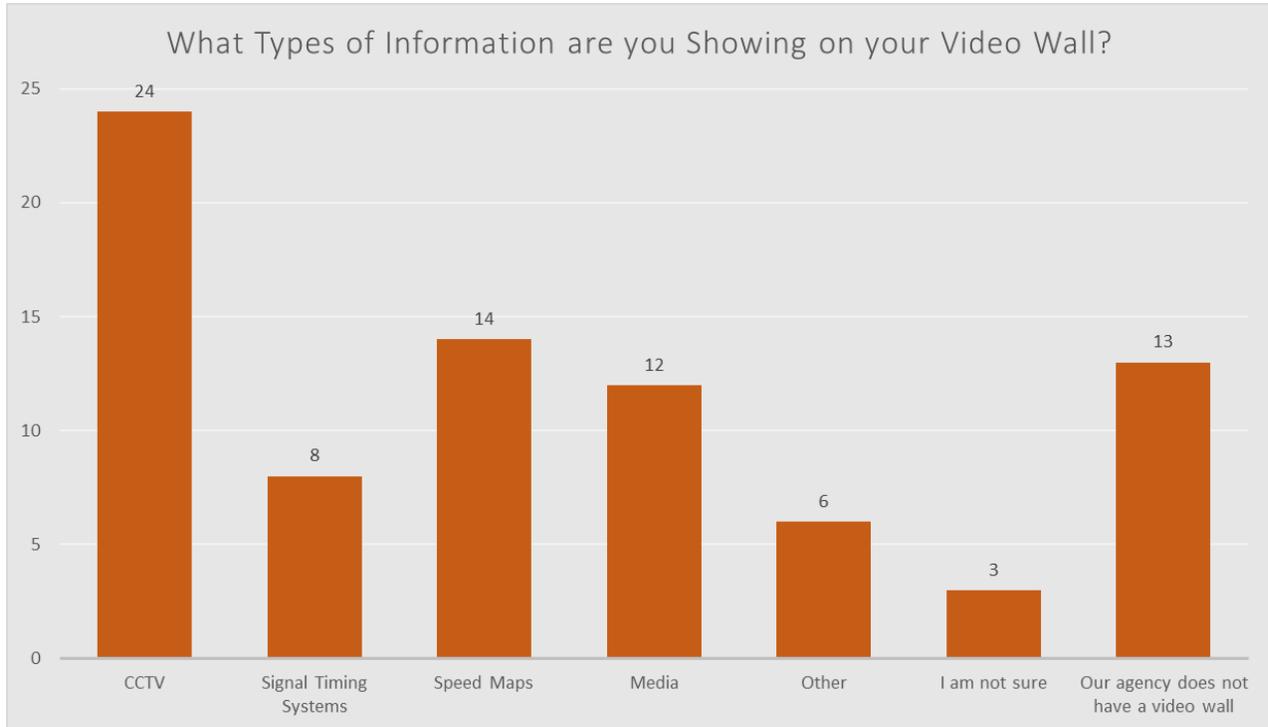
A: Michael Pack (UMD CATT Lab): TDADS (Transportation Disruption and Disaster Statistics) is the congestion pie chart that FHWA developed approximately 14 years ago to explain what congestion is attributable to (approximately 50% is non-recurring and attributed to things like disabled vehicles, weather, collisions, etc.) and since then has been used to make important transportation investment decisions. This data is not current and is based on modeled data extrapolated from just one part of the United States. Given the data available today, we are looking to create pie charts using real data by state, county, corridor, etc. that is dynamic and can change over time, comparative to other states, provides expense costs on congestion, etc.

Denise and Michael will be conducting outreach for a Steering Committee to help guide this year-long effort. If you are interested, please contact Denise or Michael.



Question and Answer Summary

Results from the Polling Question asked during the webinar are provided on the following page.



44 participants responded to the poll.

Note that respondents were permitted to select more than one answer.