

What is the Vehicle Probe Project?



What is Available

- Monitoring Site
- Data Feed
(real-time access for integration into applications)
- Data Archive
(1-min archive)
- VPP Suite (Performance Measures) and Archive
(real-time & historical tools for operations and planning)

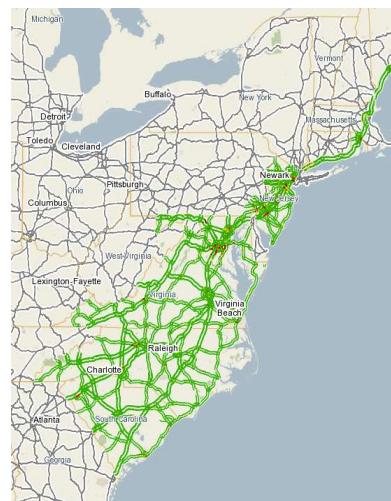
How it is Used

- Operations Center
(Real-Time Traffic Monitoring)
- TMC Software Integration
- Cross-border Incident & Traffic Monitoring
- Travel Times on
 - Signs
 - Websites
 - 511 IVR
 - Traffic Tile Overlay on 511 Site

*A Traffic Probe Data Marketplace for State Partners
Overseen by the I-95 Corridor Coalition and University of Maryland*

"The VPP works with a "traffic probe data marketplace" first created in 2008. Three highly qualified vendors (HERE, INRIX and TomTom) were selected by a team of agency members to provide data to agencies at a cost that was negotiated by the Corridor. The data is subjected to rigorous validation for reliability. In addition, all data, regardless of vendor, is available to each of the participating agencies providing a truly shared effort."

"The use of the marketplace results in a savings of 55 - 62% per lane mile from free market pricing" depending on vendor.



Data Validation – who is involved in data validation . . .

THE COALITION

- I-95 Facts
- Member Agencies
- Member Search
- Organization and Committees
- Calendar

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)

INCIDENT MANAGEMENT

- Regional Integrated Transportation Information System (RITIS)

INTERMODAL FREIGHT

- CVO Online Portal

TRAVEL INFORMATION

- I-95 Live Traffic
- 511 Travel Information
- Travel Information Apps
- Probe Data Analytics (VPP Suite)
- Vehicle Probe Project

PROJECTS & TRAINING

NEWS

CONTACTS

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The I-95 Corridor Coalition's Vehicle Probe Project (VPP) began in 2008 with the primary goal to provide Coalition members with the ability to acquire reliable travel time & speed data for their roadways without the need for sensors and other hardware. The VPP surpassed the original expectations and also provided real-time & historical tools for operations and planning. The VPP is moving forward again with a "traffic probe data marketplace". Three highly qualified vendors (HERE, INRIX and TomTom) were selected by a team of agency members to provide data under the new contract. This structure gives agencies the opportunity to select the vendor that best suits their individual needs at a cost that was negotiated for the Corridor. As part of this new contract, the data is still subjected to rigorous validation for reliability. In addition, all data, regardless of vendor, is available to each of the participating agencies providing a truly shared effort.

Quick Links: Quick Start Sheet, VPP DUA, Probe Data Analytics

Contract Docs & Coverage Info

Usage of Data Newsletters **Data Validation** Technical Info Presentations Reference Agency Participation

Usage of Data Newsletters **Vol & Turning Mvmt Project**

Contract Documents & Coverage Information: includes contracting documents and data use agreement template.

VPPII (from 7/2014 to present)

- VPPII Data Use Agreement
- VPPII RFP
- VPPII Amendment 2
- VPPII Amendment 3
- State Coverage Table

New Jersey	NJDOT	All-in	INRIX
Pennsylvania	PennDOT	All-in	INRIX
Maryland	MdSHA, MDTA	All-in	ALL
District of Columbia	DDOT	All-in	INRIX
Virginia	VDOT	All-in	INRIX
North Carolina	NCDOT	All-in	HERE
South Carolina	SCDOT	All-in	INRIX
Georgia	GDOT	Partial	INRIX HERE
Florida	FDOT	All-in	HERE

Project Contact

General Project Questions
 Denise Markow, P.E., 301.789.9088

Contracting Issues
 Kathleen Frankie, 301.405.8271

Data Validation
 Masoud Hamed, 301.405.2350

Vehicle Probe Project Suite
 UMD CATT Lab at
 vpp-support@ritis.org

HERE Data
 Terri Johnson, 570.470.4075

INRIX Data
 Rick Schuman, 407.298.4346

TomTom Data
 Mark Dykstra, 800.331.7881 x13277

Upcoming Meetings

Vol & Turning Mvmt Steering Committee
 November 9 @ 10:30 am - 12:00 pm
 Location: Web-Based

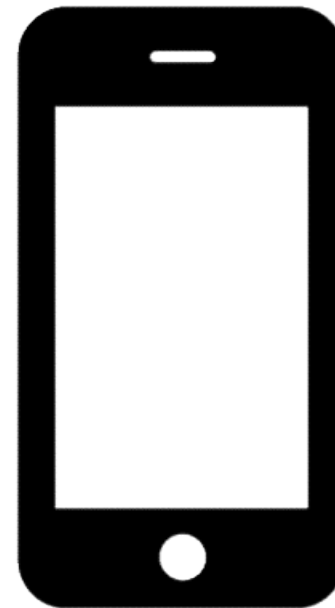
All Projects/Training Activities



Starting Year 4 of Phase 2, does the program need an upgrade?



OR



Do we add more choices to the pot to validate?



- **Arterials**
- **Managed Lanes**
- **Reversible Lanes**
- **Tunnels**
- **Bridges**



Here is the step process of the Data Validation Program

We need State locations defined in order to start.

Traffax sets out sensors & collects data

Data is sent to UMD for processing

Probe Vendors provide data to UMD

UMD publishes the final report

Deployment Planning



Bluetooth Data Collection



Bluetooth Data Processing



Probe Data Processing



Report Production

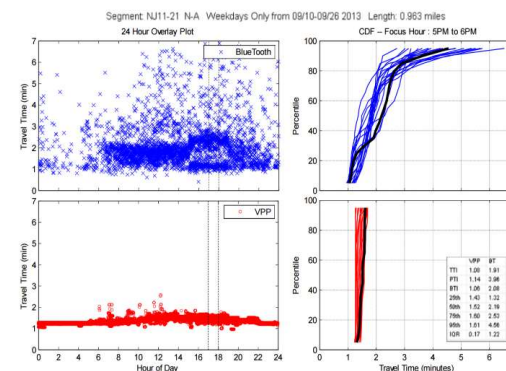


Figure 12. 24 hour overlay plot and CDF graph from 5PM to 6PM on segment NJ11-

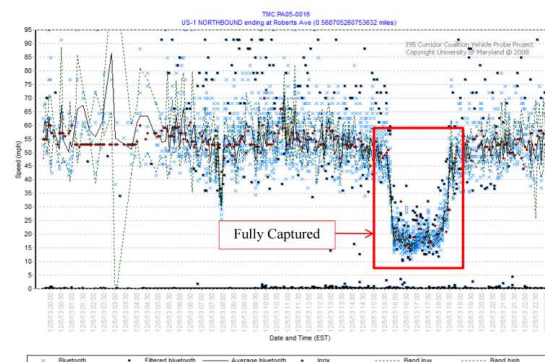


Figure 4. An example of a fully captured slowdown



Let's discuss next steps for this program

- ✓ Facilities
- ✓ Latency
- ✓ Process
- ✓ Expectations
- ✓ Contracting

