



## RITIS User Group Web Meeting Follow Up July 2023

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Help Improve  
RITIS

Transportation  
Data Marketplace

Upcoming  
Coalition Events

Thanks to those who participated in the RITIS User Group Web Meeting on July 27, 2023. The purpose of these meetings is to help our members understand the tools available in the RITIS platform and to see how other members and/or peer transportation agencies are using the data and tools to answer questions and simplify their processes within their agency.

Please click on the links below for more information about the event or visit the User Group Tab on the RITIS page of the Coalition website (<https://tetcoalition.org/projects/ritis-pda-suite/>).

- [Presentation with Audio](#)
- [Slides Only](#)
- [Question & Answer Summary](#)

### Spotlight Presentation 1: How Florida DOT District 3 leverages RITIS in a rural TMC

**Kevin Mehaffy of Gannett Fleming** explained how Florida DOT's District 3 Regional Traffic Management Center (RTMC) utilizes RITIS to support their TSMO goals specifically for rural roadways. Situated in Chipley, Florida, the RTMC operates Florida's Intelligent Transportation

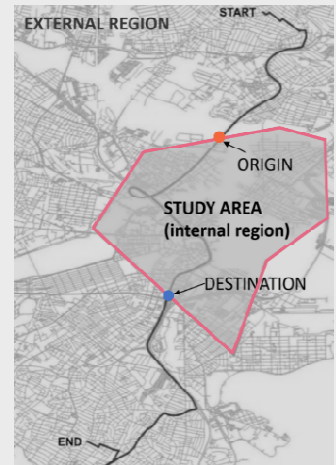
Systems (ITS) for District 3 which includes both urban and rural roadways. Kevin reviewed how the District 3 RTMC uses several RITIS tools to accomplish its goals and increase information awareness, including the following:

- Listening to and collecting info from radio feeds within the RITIS platform
- Sharing high-resolution traffic videos
- Determining the impact to travel and historical norms
- Identifying congestion trends
- Verifying data for Real-time Event Audits and After-Action Reviews (AAR)



## Spotlight Presentation 2: Understanding the Impacts of the Philadelphia I-95 Bridge Collapse on Highway Traffic

**Greg Jordan of the University of Maryland CATT Lab** and **Jesse Buerk of DVRPC** discussed how each of their organizations used RITIS tools to better understand the impacts of the I-95 bridge collapse on the surrounding roadway network and overall travel patterns. Greg provided a brief explanation of the Trip Analytics tool, which analyzes samples of real-world trip pathways to document driver route choices and travel time differences from one time to another. Using a **bounded study area** (pictured right) Greg easily documented route choices and travel times for each route crossed the effected are of I-95, from origin to destination.



Jesse explained how DVRPC used RITIS to investigate what percentage of drivers chose to use an alternative commute through New Jersey during bridge reconstruction. Filters used in the study included time, location destination, and vehicle type. The study concluded the following:

- The number of weekly trips decreased by 38%
- 158% increase trips via alternate routes

- 67% of trips used PennDOT or local detour routes
- Average travel time increased by 46%

### **Want to share how your agency uses the RITIS PDA Suite?**

We'd like to thank Kevin, Greg, and Jesse for their presentations. Does your agency have a RITIS use case to share with others? The Eastern Transportation Coalition would like to highlight how agencies use the RITIS tools. Please contact John Allen ([jallen35@umd.edu](mailto:jallen35@umd.edu)) and Rick Ayers ([rayers@umd.edu](mailto:rayers@umd.edu)) to discuss sharing your use case.

### **Performance Measures Working Group Update**

**John Allen of the University of Maryland CATT Lab** reviewed the progress of the PDA Suite Performance Reporting Working Group and provided examples of how agencies can use the use the RITIS Incident Timeline Templates. Florida DOT and Texas DOT used this template, along with field intel, and results from tools including Trend Map, Performance Charts, and User Delay Cost Analysis to understand the impacts of incidents on the regional roadway system.

John and the Working Group are continuing to develop simple, easy-to-use Work Zone Performance Templates for RITIS Users. Staff from agencies who are interested in free training on these templates should contact John Allen ([jallen35@umd.edu](mailto:jallen35@umd.edu)) or Rick Ayers ([rayers@umd.edu](mailto:rayers@umd.edu)).

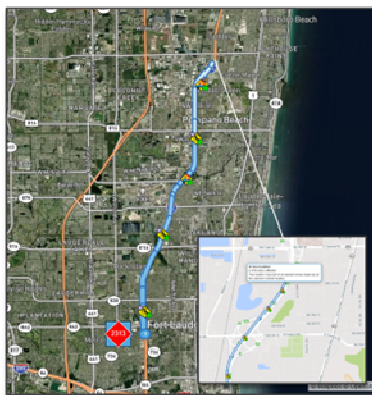
**COMING SOON:** RITIS Workshop #5 - November 2023!

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I-95 S @ SR-842/BROWARD BLVD/EXIT 27

## Quarterly Bottleneck Corridor Report

Q4 2022



I-95 southbound congestion at Broward Blvd with extreme congestion extending upstream to Exit 39 at E 36<sup>th</sup> St.

There were more than **2,313 traffic events** during the reporting period with an average **queue length of 5.05 miles**.

Volume-related delays recurrent congestion. Regionally, recurrent congestion is the primary contributor to congestion with a cost of nearly \$49.1M for the reporting quarter.

PK. AVG. SPEED

AM Peak | 8:10 AM  
**45 mph**

PM Peak | 5:30 PM  
**36 mph**

PK. TRAVEL TIME

AM Peak | 8:10 AM  
**15 min.**

PM Peak | 5:30 PM  
**19 min.**

SPEED CHANGE FROM PREVIOUS YEAR

AM Peak  
**No Change**

PM Peak  
**40 mph to 38 mph**

## Notable Congested Locations

- 2:30PM-7:15PM Andrews Ave to Cypress Creek
- All Day Sunrise Blvd to SR 815

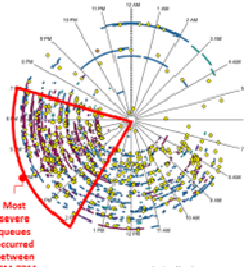


## Comparative Speed

0 50% 60% 70% 80% 90%

## Bottleneck Occurrences

The center of the time spiral is **10:01:22** and the outer ring is **12:31:22**.



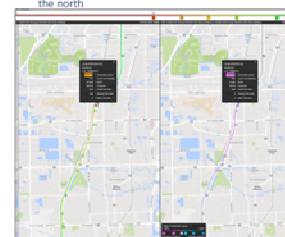
Most severe queues occurred between 2PM-7PM

Max Queue Length (miles)

<2 2-4.9 5-7.9 >8

## Comparative Speeds Q4 2022 vs Q4 2021

PM Peak saw a decrease in comparative speed during the period analyzed. This change occurred between SR 816 to the south and Andrews Ave to the north.



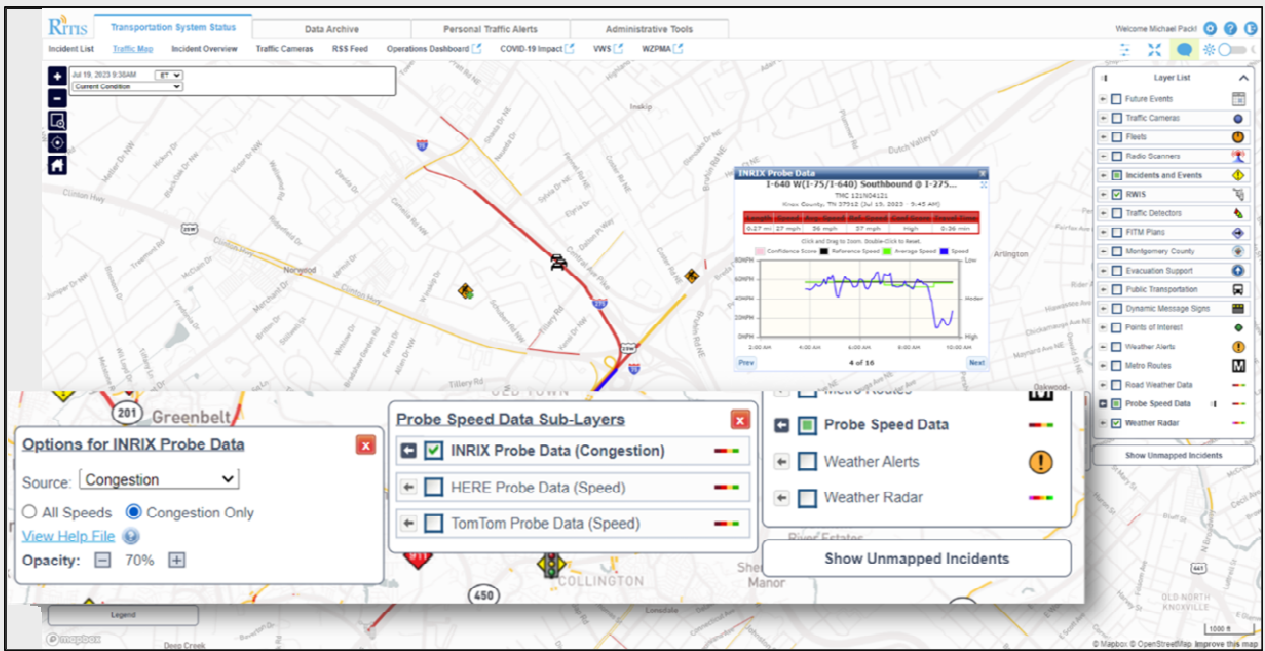
FDOT

## RITIS Product Enhancement Working Group Update &amp; Recent Deployments

**Michael Pack of the University of Maryland CATT Lab** provided an update on the progress of the RITIS Product Enhancement Group and their sponsored deployments in RITIS. Completed deployments include further enhancement of the Causes of Congestion chart and more Road Weather Tile Layer options.

The CATT Lab continues to work on the remaining enhancements (speeding layer, automated work zone reporting, police crash data, map click corridor selection, sharing of dashboards, and energy analytics) and is always open to new ideas from RITIS Users.

Staff from agencies who are interested in joining this group should contact Bob Frey ([bob.frey@dot.state.ma.us](mailto:bob.frey@dot.state.ma.us)) and Michael Pack ([PackML@umd.edu](mailto:PackML@umd.edu)).



## What's New in RITIS!

To find out more about what's new in the RITIS Platform, visit the “What’s New” section of each major platform area:

- [https://www.ritis.org/release\\_notes](https://www.ritis.org/release_notes)
- <https://pda.ritis.org/suite/updates/>
- <https://trips.ritis.org/new>

## Agency Feedback

The CATT Lab team is always looking for ways to improve the RITIS platform and the PDA Suite. RITIS users can reach out at any time to the support team at [support@ritis.org](mailto:support@ritis.org).



### Update your Traffic Volumes:

The tools discussed provide more accurate results when **you** provide updated traffic volume data! Please contact Michael Pack ([PackML@umd.edu](mailto:PackML@umd.edu)) for more information on getting your newer data into the PDA Suite.

## Transportation Data Marketplace

The Transportation Data Marketplace has six data sets and 11 vendors! Visit the [TDM page of the Coalition's website](#) for more information

## **Follow the Coalition on social media and subscribe to be informed!**

Recordings from many of the Coalition's web events are available on [TETC's YouTube channel - take a look.](#)

Follow the Coalition on [LinkedIn](#) to hear about upcoming events, collaborations, and industry news.

### **Questions or Comments:**

**General Coalition/Freight Program:** Marygrace Parker at 518.852.4083 or [mgparker@tetcoalition.org](mailto:mgparker@tetcoalition.org)

**Logistics:** Joanna Reagle at 610.228.0760 or [jreagle@kmjinc.com](mailto:jreagle@kmjinc.com)