



**I-95 Corridor Coalition (soon to be The Eastern Transportation Coalition):
RITIS-PDA Suite User Group Webinar - May 7, 2020
Question and Answer Summary**

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

Leveraging the new “Trip Analytics” to Better Understand Truck Trip Origins & Destinations within Rhode Island:

Q: Frank Tabatabaee (Florida DOT): How do you identify trucks from passenger vehicles in the probe data?

A: Michael Pack (UMD CATT Lab): This is not the standard probe-based speed data that the majority of us use. This is a special data set that can be purchased separately. It has specific classifiers for passenger vehicles vs. heavy trucks, etc.

Q: Joe Perri (Florida DOT (VHB): Is there a contact for the purchase of this dataset?

A: Michael Pack (UMD CATT Lab): The first couple of slides covered the Coalition's Vehicle Probe Data Marketplace. The data can be purchased through that contract from INRIX (with analytical tools from the CATT Lab).

Q: Keith Miller (NJTPA): Is there a concern that this probe-based trucking OD data may miss some freight generators if they are served by trucks that aren't captured in the probe dataset?

A: Benjamin Jacobs (State of Rhode Island - Division of Planning): That is always a concern with statistical data, but INRIX has a very wide set of sources which reduces the danger. All the same, trust but verify.

A: Josh O'Neill (State of Rhode Island - Division of Planning): Yes, that could very well be and we plan on doing some very specific outreach to these companies and community planners to better understand these issues and what the awareness is of these issues at the local level. We have already completed some tours of freight facilities with community planners and elected officials and plan to do more when the COVID-19 rules get a bit more relaxed.

Probe Data Analytics Applications for Evaluating Operations and Safety in Washington, D.C.:

Q: Jeevanjot Singh (New Jersey DOT): Would you have a comparative study of the optimization efforts without a focus on pedestrians and the one with focus on pedestrians/bicyclists (Vehicle LOS comparison table)?

A: Tom Knofczynski (District DOT (Sabra & Associates)): We were comparing the two efforts in terms of LOS. We did not develop an actual comparison with the exception of intersections already at LOS E or F (a parameter we considered when looking for areas to deploy LPIs or other pedestrian measures).



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Q: Keith Miller (NJTPA): I just got off another webinar talking about safety and COVID-19, where several cities have updated their signal timings to reflect the lower volumes that are experienced during lockdown, which have led to higher speeds and more severe crash outcomes (even as the number of crashes have come down). Is DDOT doing something similar, and if so, using PDA Suite to monitor the impact?

A: Tom Knofczynski (District DOT (Sabra & Associates)): We have been looking into that but in DC our off peak times are usually not that much shorter than peak times and are not timed for peak directions. We are still seeing strong directional traffic. Outside of freeway segments we have not been seeing a major increase in extreme speeding.

Q: Tejas Kotak (Atlanta Regional Commission): Is the lost capacity only considering the number of riders/vehicles, or is bicycle/vehicle capacity being considered? What about the change in capacities of the bike/ped networks?

A: Tom Knofczynski (District DOT (Sabra & Associates)): The loss of capacity was only considering the number of vehicles.

Q: Jeevanjot Singh (New Jersey DOT): What is the percentage distribution of pedestrian and bicycle traffic with regard to vehicular traffic (before COVID-19 restrictions to during COVID-19 restrictions)? Did the project include a LOS analysis for pedestrians/bicyclists?

A: Tom Knofczynski (District DOT (Sabra & Associates)): We have not been actively calculating the change in percentage of bikes or pedestrians but from doing some observations on CCTV cameras in the downtown area pedestrian traffic has dropped significantly in the AM/PM as well.

Q: Jeevanjot Singh (New Jersey DOT): The reason for not deploying LPIs was vehicular LOS?

A: Tom Knofczynski (District DOT (Sabra & Associates)): That was one of the considerations, it did not necessarily prevent them from being deployed but was taken into consideration with other factors.

RITIS and PDA Suite Features – What’s New and What’s Coming:

Q: Monica Zhong (Florida DOT): Will the COVID-19 Impact Analytics be available to all states?

A: Michael Pack (UMD CATT Lab): Yes. A RITIS log-in is not required to see this analysis.

Q: Jeevanjot Singh (New Jersey DOT): When you mention mode - you mean car/transit, right? Do you have the ped/bicycle mode numbers?

A: Michael Pack (UMD CATT Lab): Ped/bike mode is being developed and should be available in another month. Today, we only have vehicle vs. transit.



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Q: Joe Perri (Florida DOT (VHB)): Is this Work Zone Performance Summary Reporting setup on a project by project basis?

A: Michael Pack (UMD CATT Lab): Yes, it is meant to be for an individual work zone. However, there could be a statewide report as well. This can be discussed at the next User Group Meeting.

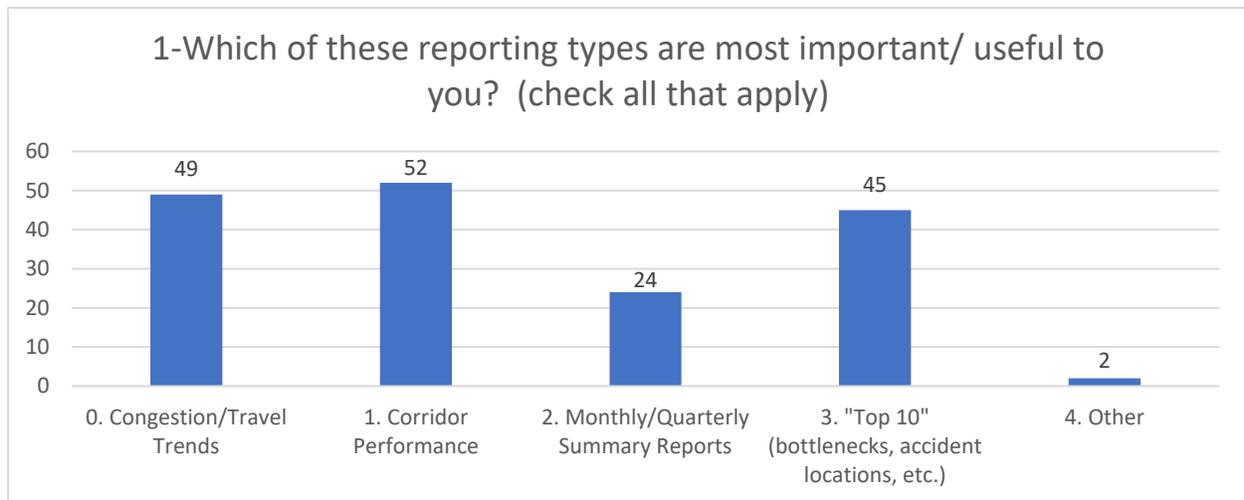
Q: Mena Lockwood (Virginia DOT): For the COVID-19 tool (btw super cool) do you intend to go down to the county level for each state?

A: Michael Pack (UMD CATT Lab): Yes. You can go down to the county level today. It's a separate tab in the upper left.

Q: Kelly Wells (North Carolina DOT): Are trip analytics only for INRIX customers?

A: Michael Pack (UMD CATT Lab): Yes. INRIX is the only of the three data providers that has trips data offerings right now.

Polling Results:



For Poll 1 – “Other” were noted as MAP-21 widgets/reports and Work Zone Performance Summary Reporting

