



**The Eastern Transportation
RITIS User Group Web Meeting – May 7, 2024
Question and Answer Summary**

Note: Results from polling questions asked during this web meeting are at the bottom of the document.

Impacts of the Key Bridge Collapse on Regional Roadway Congestion, Freight Movement, Shipping, Signal Performance, Detouring, and Route-Choice

Q: Roxane Mukai (Maryland Transportation Authority): Did the team run numbers to see if surface trips shifted to US 50/301 (Eastern Shore), especially since during the initial aftermath there was a closure of I-95 in Philadelphia?

A: Jason Dicembre (Maryland DOT-SHA): Not with OD data yet. We did look at some vehicle counts at fixed ATRs.

Q: Eileen Singleton (Baltimore Metro Council): For Key Bridge traffic analysis, in 2023, spring break was in early April (Baltimore County and Howard County) and included the first two Mondays). Do you think this might cause the 2023 April Monday traffic to be lower than non-break Mondays?

A: Jason Dicembre (Maryland DOT-SHA): Potentially. There are a lot of different ways to look at the data depending on what segments you select (starting/ending points) and what the historical comparison dates are. We have also looked at comparisons to the average of all weekdays through the year internally, but that can also be misleading since it includes months with some lower traffic volumes that we don't have for this year yet. It's going to be important to continually look at the trend as we let the data collect/build.

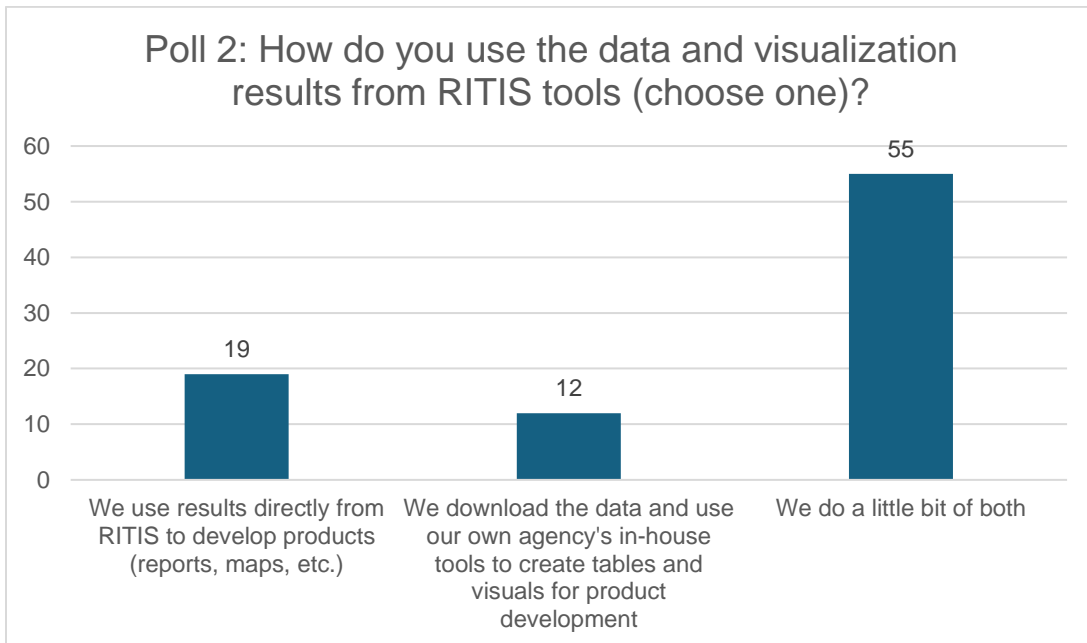
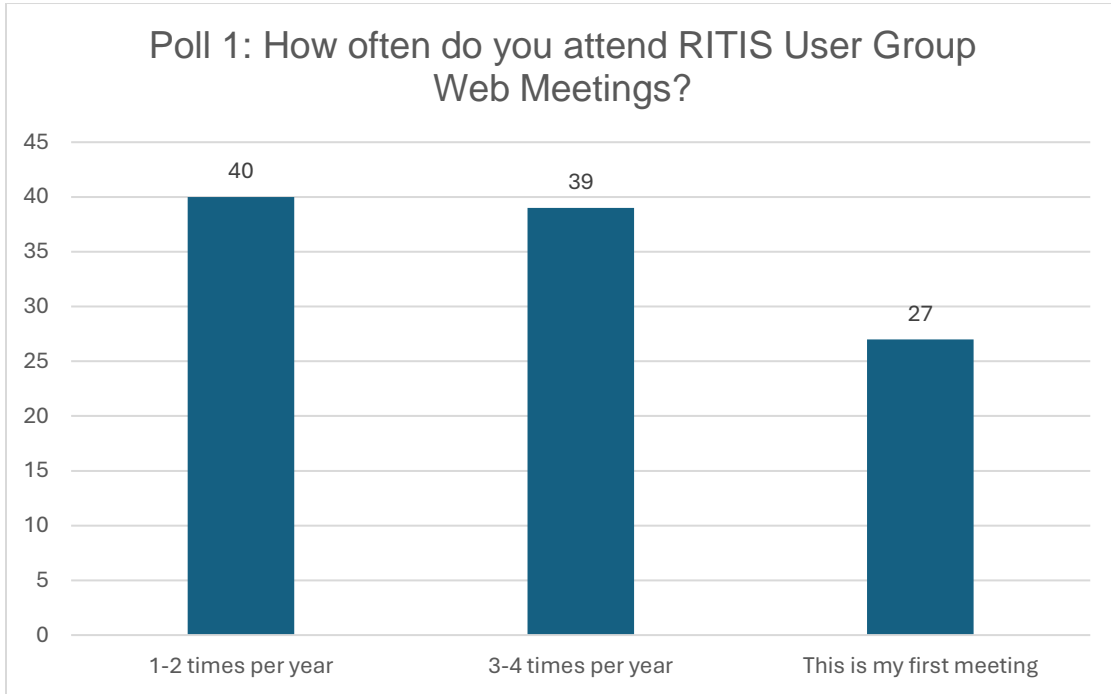
RITIS Product Enhancement Working Group Update & Future Enhancements

Q: Steven Cheshko (Arizona DOT): I love OD analytics, but I've heard rumblings that the drive for anonymity may make this more challenging. Any thoughts on if this is going to be around much longer?

A: Michael Pack (University of Maryland CATT Lab): You are correct that this data may or may not be around for the long haul - or at least not exactly in the forms that we see today. We have to do more and more to obscure beginning and end points and make sure we only show a trip if multiple trips occurred. I think we are more likely to be able to continue to use connected vehicle movement data and are less likely to be able to continue to use LBS data from cell phones. The OEMs do more to protect privacy than the cell phone apps do today, and legislation may impact those data. I have an entire presentation that I will give on this topic. It's a turbulent time for these data.



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