General

Q1: **Thanh Nguyen (Oregon DOT):** Is it possible for Oregon DOT to listen to the "Data-Driven Webinar: Best Practices for Conflation Data Sets" next month?

A: Denise Markow (The Eastern Transportation Coalition): If you are a member of the RITIS User Group and received an invite to this user group meeting, you will automatically get an invite to the webinar.

You can register for "The ABC's of Conflation: TMC, LRS, OSM – What Happens When You Muck It Up" web meeting [here](). The web meeting is on August 19, 2021 from 10:30am-12:00pm (EDT).

Spotlight Presentation: Update on the Transportation Disruption and Disaster Statistics (TDADS) Phase 2 - Identifying and Quantifying the Causes of Congestion

Q2: **Alan Warde (New York State DOT):** Do you see any trends between the amount of recurrent congestion and the rate of growth for an urban area?

A: Mark Franz (University of Maryland CATT Lab): That's a good suggestion. We haven't looked at any differences in the change in the urban areas yet, but I think a natural next step for this is once we have those results to see if there's any correlation with other factors such as the change in the size of the urban area and usage.

Q3: **Andrew Ludasi (New Jersey DOT):** Where do you get the weather data? We would like to match it and the construction data with the PM3: LOTTR and TTTRI values.

A: Mark Franz (University of Maryland CATT Lab): We're getting our weather data from conflated radar weather. We're essentially taking the two-minute radar data from NOAA (National Oceanic and Atmospheric Administration) and we're mapping that to the road segment. So far, we're just doing that for the national highway system, but we're hoping to support that throughout RITIS. Since we had to choose a national data set for this project, we used Waze data for work zones as well as incidents. I know that some of the states participating provide that information, but we needed a comprehensive list covering all states.

Q4: **Qing Tian (District DOT):** How is the contribution of signals to congestion quantified?

A: Mark Franz (University of Maryland CATT Lab): I won't go into the details here, but we could have a follow-up discussion. We essentially used the locations of signals from OpenStreetMap as we needed a national data set. We've identified all of the approaching TMCs to a traffic signal. If the head of the bottleneck location occurs on an approach at the signalized intersection, then we assign that to the category of signalized intersections. We have some ideas on how we can drill into that a little bit more but that's how we're doing it right now.

Note: **Russell Holt (Rhode Island DOT**): Great to see the early analyses/breakdowns, especially the in-state county comparisons. This is what has always been desired/missing since the "U.S. pie chart" was first issued years ago.

A: Mark Franz (University of Maryland CATT Lab): We're glad to hear that, Russell. That's one of the objectives; to allow people to drill down to their specific area of interest and do some comparisons. We appreciate the comment.

Q5: **Ross Buchan (Kittelson & Associates):** What is the approximate time frame for the deep-dive tool? Are there plans to incorporate state-specific data sets in the future?

A; Michael Pack (University of Maryland CATT Lab): Matt Glasser will address the deep-dive tool. Regarding using state-specific data sets, this is something that we are working on for the future - including options for using multiple sources: Waze + ATMS + CAD, etc.

Q6: **Matthew Glasser (Georgia DOT):** Who did you say sponsored this research?

A: Mark Franz (University of Maryland CATT Lab): Bureau of Transportation Statistics (BTS) is the sponsor.

Q7: **Raymond Jackson (MWVCOG):** What export options will be available for the Cause of Congestion graphs? Can these be tied to the templates that are being developed for regular reporting?

A: Mark Franz (University of Maryland CATT Lab): Right now, there are no direct exports other than screenshots. I will make note of this request to see if we can add a download feature to this or future versions of the tool.

Spotlight Presentation: Ranking Signalized Intersections Statewide in Georgia using RITIS

Q8: **James Li (MWCOG):** Did you use the "leading" TMC of the bottleneck only? Or are all TMCs included in a bottleneck segment?

A: Landon Perry (Georgia DOT): We put all the TMCs in a bottleneck segment.

Q9: **Nathan Webster (North Carolina DOT):** Did you use sub-segment TMC granularity of the INRIX data?

A: Landon Perry (Georgia DOT): No. We use HERE data.

Q10: **David Lee (Tennessee DOT):** Is this dashboard for internal Georgia DOT use or is it open to the public?

Q: Matt Glasser (Georgia DOT): To clarify, this is a question of whether or not GDOT has any intention of letting the public see this in the future. Or is this something that you share with your stakeholders at a meeting and allow them to have access to it as well?

A: Landon Perry (Georgia DOT): This is something that is mainly utilized internally, both in the TMC and in the Districts. Currently, no one outside of Georgia DOT and our consultants have used this dashboard. If that changes in the future, I will let the Coalition know

Q11: **Tom Edinger (DVRPC):** Do you distinguish between signalized and non-signalized intersection bottlenecks and bottlenecks at highway merge ramp locations?

A: Landon Perry (Georgia DOT): We do not include highway locations. However, we do include non-signalized intersections in addition to signalized intersections.

Q12: **Molly Buckley (Tennessee DOT):** Was the dashboard created in Power BI?

A: Landon Perry (Georgia DOT): Luis Velasquez (Arcadis) helped us create the actual dashboard and would be able to speak more about the creation of the dashboard. We are able to discuss this offline.

PDA-Suite Performance Measures Working Group Update

Q13: **David Lee (Tennessee DOT):** A virtual, in-person, or hybrid workshop?

A: Denise Markow (The Eastern Transportation Coalition): We are looking at a workshop in March of next year and most likely we will be holding a hybrid meeting at the minimum.

Note: **Russell Holt (Rhode Island DOT)**: Regarding Poll Q2, RIDOT selected #1 (After Action Reviews) but #2 (Before & After Studies) would be a great close 2nd as well.

Agency Input Session

Q14: **Dean Bressler (Grand Valley MPO):** In the future, will additional O-D analytics similar to the outputs from StreetLight Data be available?

A: Michael Pack (University of Maryland CATT Lab): I'm not familiar with what StreetLight produces, but our tools will take what is provided to us from the data providers and it will output the origins and destinations. We're not factoring up to say represent the entire population of an area, but it is the actual observed origins and destinations. You can see the actual routes that individual vehicles and people have taken. Let's have a separate conversation with you to see what specific features you're looking for and we'll see if that's what we're developing. If it's not we'll see if we can develop it.   Greg Jordan leads the efforts with the Trip Analytics tools; we'll put you in touch with him to have a conversation to figure out what it is you're looking for. We'll reach out to you after the call.

Q15: **Joanna Reagle (KMJ Consulting):** To clarify, if an agency has Trip Analytics and starts using the older tool, are they able to continue using it even when the new one is deployed until they're merged?

A: Michael Pack (University of Maryland CATT Lab): Yes. We're not getting rid of the old one - this is more of a usability thing. There are going to be so many changes in the new version that add functionality. We know it could be jarring for some folks, so instead of just switching over, we'll have both versions available at the same time.

Note: Russell Holt (Rhode Island DOT): Happy to say the main thing I can think of right now is what John Allen already covered - any type of quick reports to help show to executives the value of the good (and/or cost of poor) TIM, based on an actual incident that occurred in our backyard. I look forward to whatever may come from that (in meantime I can certainly try MS PowerPoint as he showed).

A**:** John Allen (University of Maryland CATT Lab): Give me a call or email if you'd like to talk more about your needs. (215.666.3057 - jallen35@umd.edu)

Note: Bob Frey (Massachusetts DOT): Very excited to hear more about Trip Analytics V4! As a current Trip Analytics user, being able to define study areas has huge benefits for better quantifying travel, estimating/calibrating trip tables for travel demand modeling, etc. Bravo!

Note: Alexander Finch (Connecticut DOT): We're getting more and more questions about how COVID impacted our long-term trends on increases in VMT or congestion. I was just thinking of a tool that we could display that has some different aggregation options. That's some data you wouldn't want to look at very granularly. I've done these one-off reports. I've aggregated in different ways. Sometimes I want the average value of a certain period on certain days of the week, other times I'm grabbing the maximum 95th percentile speeds to show how extreme speeding has changed in the state. It's a little bit difficult in using the RITIS tools to look at those long-term periods. I've used the performance summary tool and the performance charts tool, but when you get stuff that's beyond a year becomes a little bit more difficult.

A: Michael Pack (University of Maryland CATT Lab): That's a good point. What we'll do is put you in touch with Mark Franz who gave the presentation about causes of congestion earlier. He leads our data science team. We'll get you to speak with Mark, the data science team, and the team that develops user interfaces. We can brainstorm some potential UI elements and fixes that might get you to where you need to be.

Note: Alexander Finch (Connecticut DOT): That would be great.