



**The Eastern Transportation
RITIS User Group Web Meeting – February 1, 2024
Question and Answer Summary**

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

Development of RITIS Training Materials and Flyers for Agency Users

Q: Dan Xu (Peters and Yaffee, Inc.): Could you share the cheat sheet (RITIS PDA tools and data spreadsheet) with us?

A: Ben Chaney (Oregon DOT): The cheat sheet is available on ODOT's RITIS website, under "Resources" listed as "Data and Performance Matrix."

<https://www.oregon.gov/odot/Data/Pages/RITIS.aspx>

Q: Zoe Neaderland (Vermont AOT): These flyers are great! Would you post the link, and would you be willing to let us build on your files? Way cooler than our two-page overview!

A: Chi Mai (Oregon DOT): Of course; our [handbook](#) and [spreadsheet](#) are on our website.

A: Ben Chaney (Oregon DOT): The two-page overview worked great for us for quite a while, so big thanks for making it available and being an inspiration. One of the big motivations to develop our own was hearing from our customers and managers that they wanted clarity on the data sources Oregon has available in our RITIS implementation (as well as focusing on local use cases).

In collaboration with Oregon DOT, the CATT Lab has developed a full set of editable flyers in PowerPoint format and will make these available on the RITIS website soon.

Q: Matt Glasser (Arcadis): What different types of organizations have you been reaching out to?

A: Chi Mai (Oregon DOT): RITIS is a great investment for ODOT. We wanted to reach out to anybody who is eligible and could benefit from the data. I've been presenting internally within ODOT at conferences, and outside of ODOT to technical groups and policy groups. In the future, I'd like to reach out to different groups such as law enforcement and beyond transportation.

Q: Eric Hill (MetroPlan Orlando): How have MPOs used the platform?

A: Chi Mai & Ben Chaney (Oregon DOT): MPOS uses data for performance reporting and the state of the system. The Portland Metro MPO used RITIS data extensively in their recent Regional Transportation Plan update. Metro and our other MPOs also use RITIS extensively in Travel Demand Modeling calibration. More info on Metro's RTP is available here: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan>



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Development of a Crash Event Summary Document

C: Zoe Neaderland (Vermont AOT): Approximately half the MPO/Regional Planning Commissions in Vermont have access plus a handful of municipalities. Great presentation, Ian!

C: Ben Chaney (Oregon DOT): Thanks Ian! I'll have to figure out how to get a picture of our staff pointing at a giant screen version of a RITIS dashboard; love it!

Q: David Heller (SJTPO): Is there just one TMC for the whole state of VT?

A: Ian Kilburn (Vermont AOT): David, that is correct, only one TMC for all of Vermont.

A: Rick Ayers (University of Maryland CATT Lab): VTrans receives probe speed data from INRIX for both TMC and XD road segments. There are hundreds of road segments in each of the TMC and XD base maps that represent Vermont.

Quarterly Congestion Reporting for the Baltimore Region

Q: Tom Casola (PANYNJ): Are the reporting tools built in, or did they have to be created/configured based on organizational needs? Are the various reporting tools available to all users, or are these tools access granted per individual/group?

A: Michael Pack (University of Maryland CATT Lab): Most of the reporting tools are built into different parts of RITIS. Ed is simply exporting the reports and formatting them a bit into his slide deck. We have put together several different types of reporting templates into RITIS that help walk you through how to do this. If you reach out to us, we can walk you through how to access the templates or any of the other reports that Ed is showing. Regarding who gets access, state DOTs typically fund the system, and then anyone at the DOT or the MPOs within the state (including consultants working for the DOT) gets access. There are few restrictions. Some state DOTs that don't fund probe data or agency data integration might not see everything. Let us know which agency you're with, and we can check what you have access to.

Q: Michael Iacono (Michigan DOT): Which routes are designated as the Inner Loop and Outer Loop?

A: Ed Stylc (Baltimore Metropolitan Council): The inner loop of 695 would be in the clockwise direction and the outer loop would be counterclockwise. We change like this so that the public can understand the diagram.

Q: Ben Chaney (Oregon DOT): For the Online CMP Analysis Tool, is the geospatial data that was developed during the quarterly report development "static"? Or are you tapping into live RITIS data somehow?

A: Ed Stylc (Baltimore Metropolitan Council): It is static, and the data is not downloadable.

A: Rick Ayers (University of Maryland CATT Lab): Many RITIS/PDA users take the results of their analysis and integrate the output metrics with their own GIS or business



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intelligence platforms of choice. The key to integrating PDA output metrics with your own GIS platform is to have a shapefile that represents either the TMC or XD network for your respective state. You can download the most recent TMC shapefile for NPMRDS [here](#). For a copy of your state's XD shapefile, please contact your agency's technical point of contact for RITIS.

Q: Max Monk (Denver Regional Council of Governments): Do you apply the Quarterly Analysis for arterial segments as well?

A: Ed Stylc (Baltimore Metropolitan Council): Yes, but since my summary only included the top ten bottlenecks, the summary doesn't show a full picture of the data. We can do additional queries.

BMC – Congestion Management Process Analysis Tool:

<https://experience.arcgis.com/experience/f9473095b9564bcaa357688cc59c943f>

New RITIS & PDA Suite Updates and Demonstrations

Q: Challa Bonja (Metro Traction): On the trip's analytics tool, does the custom map filter still require external input (such as Geojson), or is now integrated directly into the tool?

A: Michael Pack (University of Maryland CATT Lab): That is now integrated directly into the tool.

A: Greg Jordan (University of Maryland CATT Lab): A draw-polygons-on-map tool is now active inside Trip Analytics for custom study areas and single spatial filters. We will soon deploy the ability to draw sets of polygons on the map (then the user can ask for trips that went through ANY or ALL those polygons) — that is still a few weeks from being deployed. Last will be drawing a custom zone set of internal zones to define and report Os and Ds on the matrix and in the zone maps.

Q: Joseph Reed (USDOT Volpe Center): What geocoding program does the search function use?

A: Doug Warner (University of Maryland CATT Lab): Currently we are using Geoapify, but we are comparing the results against the HERE data.

Q: Joseph Reed (USDOT Volpe Center): Would the state safety data include more information than what's often present in datasets like Waze? Such as injury severity, lane closure, etc.

A: Michael Pack (University of Maryland CATT Lab): It depends on whether the state's safety data has those data fields. We don't see a lot of lane closure data in the police crash data sets. We tend to see more of that in the ATMS events. In this first iteration, you'll see police crash data, ATMS data, and Waze event data. You'll be able to query each of those data sets independently. What we want to work on next is the true fusion of all those data sets.



**The Eastern Transportation
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Q: Alexander Granato (The Corradino Group): How far back does the trip data on RITIS go right now?

A: Michael Pack (University of Maryland CATT Lab): That depends on what your agency has purchased from a vendor. You can get trip data from companies like INRIX, Geotab, Streetlight, Airsage, and the National Household Travel Survey.

C: Matt Glasser (Arcadis): If your agency is thinking about purchasing data, I'd certainly encourage you to talk to each vendor. In conversations that we've had with them, they'll let you know when data quality has changed significantly between certain years.

A: Greg Jordan (University of Maryland CATT Lab): Each state or sponsoring agency decides how far back it wants to commission data for. For Trip Analytics, Illinois DOT is providing all months of 2024; the years also loaded are 2019-20-22-23 (not '21).

Q: Elizabeth Jett (Florida DOT): Are any training videos available?

A: Michael Pack (University of Maryland CATT Lab): <https://www.ritis.org/tutorials/>

RITIS Product Enhancement Working Group Update & Future Enhancements

Q: Zoe Neaderland (Vermont AOT): What does "automated work zone reporting scoping" mean? Does it mean assessing how it would be done or something else?

A: Doug Warner (University of Maryland CATT Lab): Yes, we spent quite a bit of time figuring out how to make the report work and now have a good project scope defined.

Q: David Heller (SJTPO): Is the Business Use Case Handbook (for everyone) still in development?

A: Michael Pack (University of Maryland CATT Lab): We must get final approval from the Enhancement Group before moving forward fully on it.

Q: Robert Pangborn (Maryland Transportation Authority): Who do we contact to submit volumes?

A: Michael Pack (University of Maryland CATT Lab): Send volumes to intake@ritis.org or Mark Franz at mfranz1@umd.edu

Q: Joseph Reed (USDOT Volpe Center): Is raw probe vehicle data currently available on the XD segments? Does it plan to be in the future?

A: Michael Pack (University of Maryland CATT Lab): You can download the one-minute probe vehicle speed data on XD segments as you can with TMC segments or whatever segmentation we get from a provider. If you're looking for raw pings of vehicles (like waypoints), that depends on your data provider that you're buying data from some of them will give you the raw pings and some will give you aggregate data like the number of pings on a particular segment. A lot of providers are moving away from custom or proprietary segments and going towards OSM segmentation instead.



**The Eastern Transportation
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Question and Answer Summary**

Q: Matt Glasser (Arcadis): Is there an enhancement in the works for the XD bottleneck that also includes HERE's sub-segmentation? Or is that only for INRIX's data set?

A: Michael Pack (University of Maryland CATT Lab): This would be for both. This is not currently being done.

Q: Bharadwaj Bommanayakanahalli (HDR): Has there been a change in the Freight OD dataset? Can you provide more insight on this? Are we able to request the raw data as we did previously which had the lat, long, and start/end times of the trip?

A: Michael Pack (University of Maryland CATT Lab): That depends on who you're purchasing your Freight OD data from. Some of the providers offer latitude and longitude points; Some don't. Oftentimes those start and end points are blurred so you can't see the exact start and end point. Every data provider has a different policy on how they handle that. Our tools will show you whatever we can.

C: Matt Glasser (Arcadis): A lot of that blurring/obfuscation has been pushed by either statewide laws, national laws, or the European Union. A lot of the data providers build it all together as opposed to trying to break it out state by state.

General Question

Q: Kay Hopper (Vermont AOT): Are any departments gathering and analyzing wildlife collision data, including non-personal injury and non-reported insurance claims?

A: Ben Chaney (Oregon DOT): Oregon DOT has done analysis work on wildlife collisions in support of the wildlife crossings program. I don't think that's been within RITIS. Here's some more info, along with a wildlife collision hot-spot map link on that page: <https://www.oregon.gov/ODOT/GeoEnvironmental/Pages/Wildlife.aspx>



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