



**The Eastern Transportation
RITIS User Group Web Meeting – July 27, 2023
Question and Answer Summary**

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

How Florida DOT District 3 Leverages RITIS in a Rural TMC

Q: Matt Glasser (Georgia DOT): FDOT has a very robust system with their ATMs. I believe SWRI provides it to you. Why did you all decide in some of these cases to use RITIS?

A: Kevin Mehaffy (Gannett Fleming): FDOT District Three is a little bit different because we are more rural and we tend to be more proactive. We're not quite as busy as the other centers like Orlando. My staff leverages all the tools that we can find. We are the heaviest users of Waze and RITIS data. The TMC built a dashboard for our Waze alerts that generates a report every 30 seconds. The scanners are awesome, especially in the areas where we can't see via cameras. Although our deployment is only for the interstates, we will manage and monitor any roadways we can get data for.

Q: Matt Glasser (Georgia DOT): Were there any shocks that came out of comparing the data in RITIS to your system?

A: Kevin Mehaffy (Gannett Fleming): Yes. RITIS does a good job of showing when an incident or event ended with the map tool visualization. Otherwise, it's difficult to tell via cameras when a roadway with normal rush hour conditions of 15 MPH returns to that speed after an incident that brought speeds down to 5 MPH.

Understanding the Impacts of the Philadelphia I-95 Bridge Collapse On Highway Traffic

Q: Matt Glasser (Georgia DOT): Trip data typically comes in about a month after the month closes out. Was INRIX able to get that to you at a much quicker rate so that you could do that analysis or did you all complete that analysis in the last few weeks?

A: Greg Jordan (the University of Maryland CATT Lab): INRIX moved very quickly to talk to PennDOT. They did an emergency deployment of data. They also gave us data from Pennsylvania and New Jersey, as opposed to just Pennsylvania data.

Q: Kevin Mehaffy (Gannett Fleming) What was the frequency of the data coming in? How quickly could you get it?

A: Greg Jordan (University of Maryland CATT Lab): It was about a seven-day delay. It is possible for special situations that arrangements can be made if we know ahead of time. INRIX has done this in the past - they've been able to feed the information to you much more quickly. In this case without any warning at all that's the best they could do

A: Jesse Buerk (DVRPC): As far as the trend map information, we were able to start looking at that the next day after the incident happened and each subsequent day as new data came in. That was powerful to be able to look at the data almost in real-time.



PDA Suite Performance Reporting Working Group Update

Q: **Matt Glasser (Georgia DOT):** If people want to get involved what is the easiest way for them to reach out to you and the rest of the team?

A: John Allen (University of Maryland CATT Lab): Email me at jallen35@umd.edu, tell me your situation and we can pull you into the group or help you individually.

Q: **Matt Glasser (Georgia DOT):** Is UMD the only organization that does data validation for speed, travel time, and volume estimation?

A: Michael Pack (University of Maryland CATT Lab): I don't know that I've seen any other organizations that do this nationally. I'm sure there are some DOTs or universities that have done side projects to validate data sets. We have a pooled fund approach where we've got a working group of engineers and experts from all of the coalition states. They're helping to guide how these evaluations are conducted and make sure that they're done appropriately using the latest tools and technology. It's a continuous approach to validation. There's a validation that happens every quarter on a data set (oftentimes more than just one data set). It's a very neat program that the Coalition runs.

C: **Zoe Neaderland (Vermont AOT):** We're getting ready for our big roll-out of RITIS and INRIX in the Vermont Agency of Transportation. If others have high-level easy-to-understand intro material we'd be interested. Also examples of flood analysis. You can send these to Zoe.Neaderland@vermont.gov.



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