



**The Eastern Transportation
RITIS User Group Web Meeting – October 20, 2022
Question and Answer Summary**

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

Ohio DOT's use of RITIS for Travel Time Comparison and Travel Time Delta Ranking

Q: Matt Glasser (Arcadis): Do any non-DOT agencies use RITIS? Or are you conducting before and after studies and distributing the results?

A: Charlie Fisher (Ohio DOT): In terms of the users, we have local agencies that use the RITIS platform. I'm not sure how much they use it, but we are starting to incorporate the RITIS reporting in our scope and kick-off documents when we get a study started. We do need to go deeper into including them in our post-timing reports. The locals have been very helpful in displaying trouble spots.

Q: Matt Glasser (Arcadis): Regarding travel time delays and congestion cost savings - is that just for the specific retiming projects? Were other things incorporated to get to that large savings?

A: Charlie Fisher (Ohio DOT): The savings shown are all just due to signal retimings. Some of these have gotten upgraded corridors. However, typically it is just using the existing hardware that's out there. Changing the signal timing is about 99% of the program so it's usually not a big corridor rebuild.

Q: Matt Glasser (Arcadis): Regarding the crash reductions (also shown on that slide), is that calculation entirely related to signal retiming, or are there other pieces that are going into that to help come up with that number of reduced crashes?

A: Charlie Fisher (Ohio DOT): We use a certain crash modification factor (CMF). We take the crashes from the last three years on the corridor and then we apply the appropriate CMF to determine the crash reduction benefit.

Note: Matt Glasser (Arcadis): There are plenty of states that look at the delay savings and the travel time savings. I don't know of any states that have taken that next step with applying to the CMF to it.

Note: Charlie Fisher (Ohio DOT): Here are links to references and calculations regarding our signal timing program:

- Overall Signal Timing Program website, which includes a 2-page summary of benefits, eligibility, and common tasks: [Statewide Signal Timing & Phasing Program \(SSTPP\) | Ohio Department of Transportation](#)
- Supporting files page, which includes the Estimated Signal Timing Benefits spreadsheet and instructions under Appendix B: [Pages - SSTPP \(state.oh.us\)](#)



Causes of Congestion Tool Update

Q: Jennifer Fortunas (Florida DOT): What other states are submitting their volumes for the non-NHS TMC and how much effort is involved?

Note: Thanh Nguyen (Oregon DOT): Oregon uses volumes provided by INRIX for non-NHS TMC.

Note: Michael Iacono (Minnesota DOT): We are not submitting volumes for non-NHS TMCs.

Q: Jennifer Fortunas (Florida DOT): Do you have an idea of the level of effort you have observed from other states? Are you aware of what other states provide their non-TMC volumes?

Note: Mark Franz (University of Maryland CATT Lab): A good point is that INRIX customers have access to a 2019 volume dataset. We have received volumes from agencies including MD, GA, IL, NC, PA, and VA.

Note: Jennifer Fortunas (Florida DOT): I work with Florida, which is a HERE customer. I will reach out to some of the states you have listed to better understand what is involved. I appreciate the information.

Note: Mark Franz (University of Maryland CATT Lab): We can also put you in touch with other agencies should you be interested.

Q: Jennifer Fortunas (Florida DOT): For the unclassified data can you provide a list of what is included? Or is it blank?

A: Mark Franz (University of Maryland CATT Lab): The unclassified category represents an unknown cause using the data sources I discussed.

Q: Kelly Emery (Oregon DOT): Will there be a time when the Report Parameters on the Causes of Congestion Graphs will allow the user to change the Percentage that is passenger vehicles and commercial vehicles?

A: Mark Franz (University of Maryland CATT Lab): The plan is to eventually allow the users to change the passenger/commercial percentages. The challenge is that functionality will require the data processing to happen on the fly which will significantly increase the time to render results.

PDA Suite Performance Measures Working Group Update

Note: Ed Stylc (Baltimore Metropolitan Council): I'm working on the BMC Bottleneck Reports. The 1st 2 Quarters of 2022 have been completed in this new format. I'll be happy to present something on this at the next meeting if desired.



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