



**The Eastern Transportation Coalition**  
**RITIS User Group Web Meeting – July 25, 2024**  
**Question and Answer Summary**

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

### **Vermont Agency of Transportation - Use of RITIS for Operations**

**Q: Parker Epler (Coke Consulting):** Did the process only include real-time monitoring using RITIS tools or any dashboards/visuals created in advance to predict conditions?

A: Ryan Knapp (Vermont AOT): The dashboards need to be built to visualize the exit-to-exit traffic speeds and travel times that I was referring to. That was the extent of the "building" that we did leading up to the event. Greg is going to get into the after-action analysis that is available in RITIS, which we have leveraged to build templates for telling a more complete story of what happened on April 8, 2024, related to congestion. There are lots of different ways to visualize the data in RITIS!

Q: Parker Epler (Coke Consulting): Thank you, Ryan, however, my question focuses more on the download of RITIS data and processing it into other decision tools in advance of the eclipse event.

A: Ryan Knapp (Vermont AOT): We have INRIX Travel Time & Speed data that feeds into the RITIS platform. We did not export any of the data ahead of time for analysis.

### **RITIS Product Enhancement Working Group Update & Future Enhancements**

**Q: Matt Glasser (Arcadis):** Is the route selection feature going to be done for HERE data as well? How far back will the data go for the police data? Which states will be included?

A: Michael Pack (University of Maryland CATT Lab): A year ago we started reaching out to agencies and asking them to give us their police crash data. Whatever your agency gave us, that's how far back it'll go. If you don't see your agency's police crash data but you have it, we'll add it in. It doesn't cost anything extra if you're already a RITIS subscriber.

**Q: John Arrieta (Colliers Engineering & Design):** Does RITIS provide travel time and Origin/Destination data for Florida DOT (FDOT)?

A: Michael Pack (University of Maryland CATT Lab): FDOT is purchasing travel-time data from HERE and it is made available through the RITIS Probe Data Analytics Platform. FDOT has not purchased O-D data for the entirety of the state. The Tampa Hillsborough Expressway Authority (THEA) has purchased O-D and waypoint data for Hillsborough County. Someone from THEA may be able to make this data available to you so you can see what it looks like. It is available in the RITIS Trip Analytics tool.

**Q: Brian Gillis (Miami-Dade County):** What is RITIS an acronym for?

A: Ryan Knapp (Vermont AOT): Regional Integrated Transportation Information System

**Q: Parker Epler (Coke Consulting):** Will FDOT, Texas, and RTC Nevada get the updated safety data? And will the API function allow that?



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A: Michael Pack (University of Maryland CATT Lab): TxDOT does not fund RITIS yet, just the PDA Suite, so it won't work for them. For Florida, if Florida gives us their data, it'll work just fine.

Q: Parker Epler (Coke Consulting): Does the work zone reporting tool use the work zone data exchange?

A: Michael Pack (University of Maryland CATT Lab): It'll use whatever the agency gives us. In some cases, some agencies will be using the work zone data exchange. Other agencies will just give us a description of their work zone in a point location. That's why the interface gives you the ability to expand and modify the geography when you go to generate a report.

Q: Parker Epler (Coke Consulting): Will we be allowed to download work zone data or use an API like the PDA API/Events API? Also, any future developments on available APIs?

A: Michael Pack (University of Maryland CATT Lab): Yes. If you're a full RITIS subscriber, you can use the event query tool. There is an API in RITIS that allows you to directly query real-time and historic work zone data and access that programmatically. Concerning incidents, events, and speed data, we try as best we can to mimic the capabilities of the analytical tools in the API, sometimes we may fall short (if you experience issues, please let us know).

Further down the line, we're leveraging dashcam video from trucks and other vehicles to give you virtual CCTV or to automatically detect crashes and work zone locations from the processing of images. I can give a presentation of that work during the next meeting, and that'll have some API functionality as well.

**Q: Kay Hopper (Vermont AOT):** For the work zone, temperature would also be helpful.

A: Michael Pack (University of Maryland CATT Lab): Yes, that's available. It's not going to universally be a direct surface temperature measurement. That's only available where there's RWIS present, but we will be trying to do ambient air temperature.

C: Kay Hopper (Vermont AOT): Temperature could be differentiated into pavement temperature and ambient.

C: Ben Chaney (Oregon DOT): That's available in the live map if you have road weather info systems feeding at those locations.

**Q: Md Rakibul Islam (HNTB):** Is it possible to include different work zone activities/types along with what you are doing currently like maintenance, utility, construction, and others?

A: Michael Pack (University of Maryland CATT Lab): If the agency is providing that level of detail, we can pass that along. If you want information about a specific agency, please email me and we can talk about it.



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**Q:** **Alejandro Ortega (Choice Engineering):** Work zones are very dynamic; how do you suggest we use the metrics if we want to have a baseline and compare it to a major maintenance of traffic (MOT) shift period?

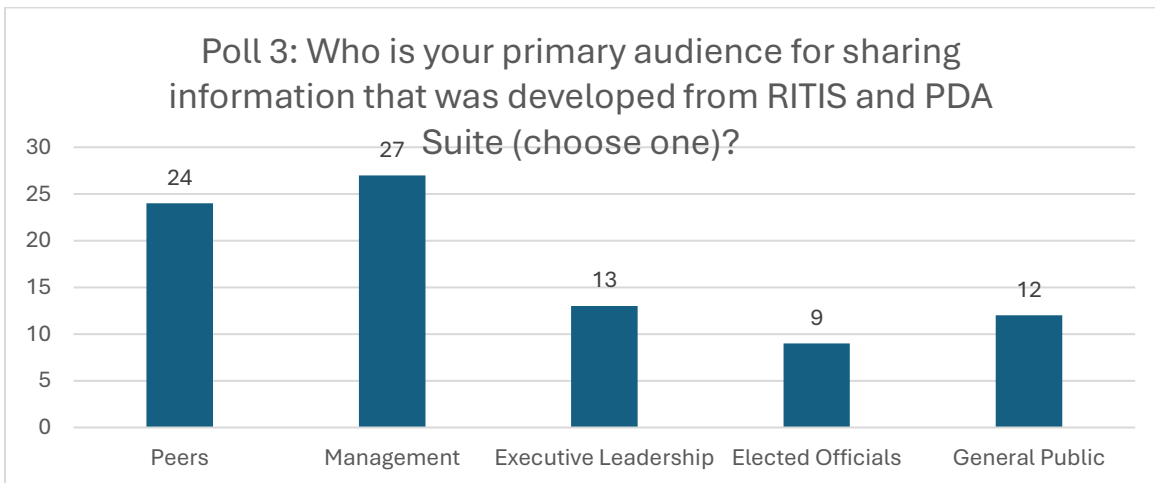
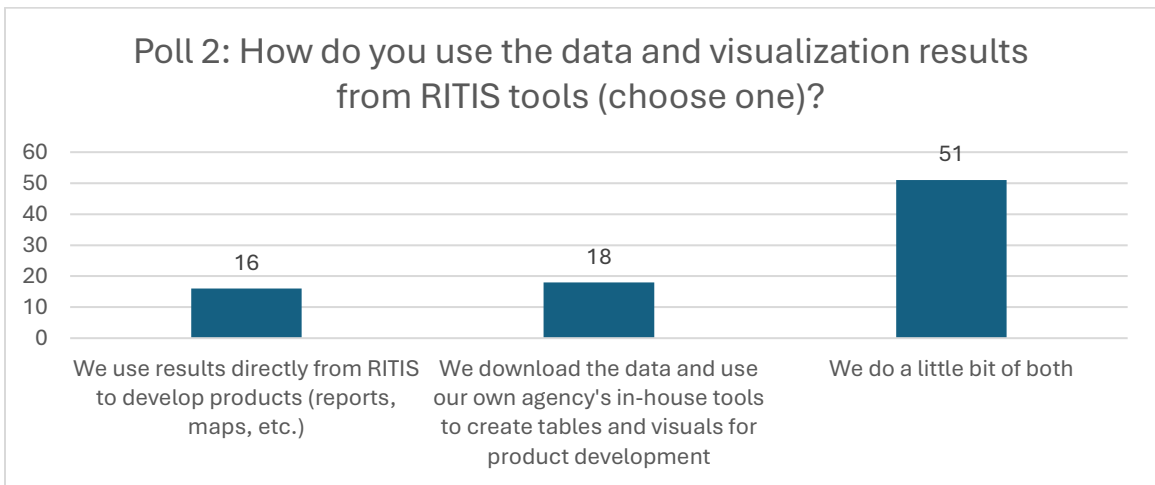
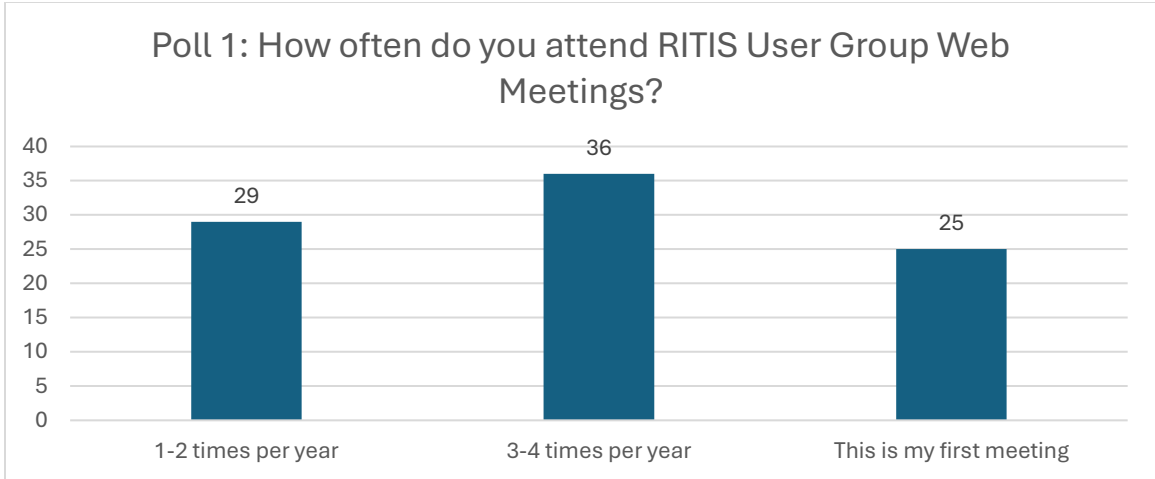
A: Michael Pack (University of Maryland CATT Lab): You'll be able to dynamically select what you want that baseline period to be (any date range, so you can compare preconstruction, different construction phasing, etc.). If the geography is changing, you will have the capability within the user interface to change that geography as well.

**C:** **Jason Hardesty (Charles County, MD):** We initially used hazmat placards for commodity flow study, but now use it to know which kinds of trucks are coming across a bridge with which kinds of hazards. The poor camera resolution there often makes it difficult to see the numbers on the placards. We're looking at data for Virginia and Maryland. Is there anything that can be done to rectify this?

A: Michael Pack (University of Maryland CATT Lab): Some of those cameras use heavy compression before we get access to them. That said, there might be some weigh-in-motion stations near there that might have higher-quality cameras. That might be able to collect some of the information that you're interested in. Let's talk offline about what might be doable.



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