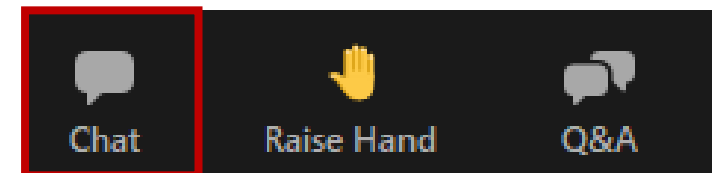


RITIS User Group

Web Meeting | May 5, 2022

Welcome!

- We are using Zoom **Webinar**
- **AUDIO (Computer):** Use your computer speakers and microphone by clicking the “Join Audio” button at the bottom left of the screen. You will be muted.
- **Alternate Audio (Phone):** Call into the meeting by dialing the phone number based on your location (provided in the confirmation email) and enter the Meeting ID at the prompt. You will be muted.
- **This web meeting is being recorded.**
- **Questions** with the audio or web? Please contact Esther directly via email (ekleit@kmjinc.com)
- The **Chatbox** is not available to participants. Please use the **Q&A box** for questions to the presenters



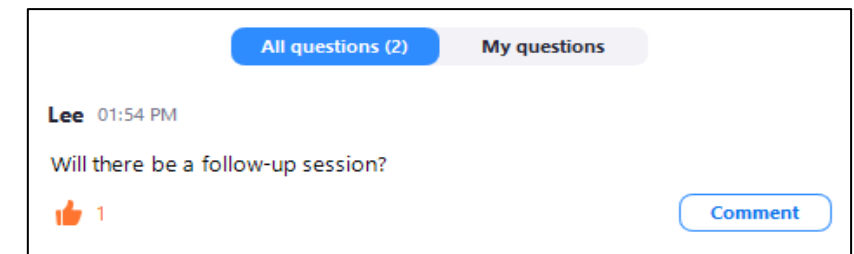
Asking Questions in the Q&A Box



- Click on the Q&A icon at the bottom of your screen



- The questions in the Q&A box will be monitored and answered either between presentations or at the end of the meeting
- You can keep track of your questions in the “My Questions” tab in the Q&A box



Asking Questions Verbally



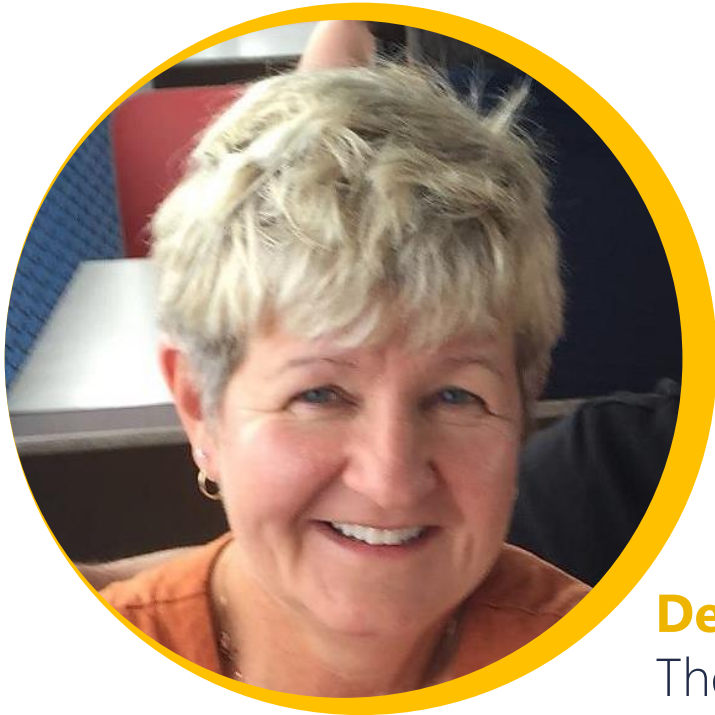
- Please raise your hand (*click on the hand icon at the bottom of the screen*) and a host will unmute you.



- Please give your name and agency before asking your question
- **Please mute yourself when you are finished speaking**



Coalition Update



Denise Markow

The Eastern Transportation Coalition
TSMO Program Director

— THE EASTERN —
TRANSPORTATION
COALITION



Agenda

Topic	Speaker
Housekeeping	Joanna Reagle, KMJ
Coalition Update	Denise Markow, TETC
Welcome and Introductions Polling	Jesse Buerk, DVRPC
Spotlight Presentation: Using RITIS Tools to Analyze Congestion Impacts on Las Vegas Boulevard	Ian Machen, Ludian
New RITIS Tools and Recent Enhancements Enhancement Demo	Michael Pack and Charles Lattimer, UMD CATT Lab
RITIS Workshops Update	Rick Ayers
PDA Suite Performance Measures Working Group Update	John Allen, UMD CATT Lab
RITIS Product Enhancement Working Group Update	Michael Pack, UMD CATT Lab
Agency Input Session	All
Wrap Up and Remaining Questions	Jesse Buerk





— THE EASTERN —
TRANSPORTATION
COALITION

CONNECTING FOR SOLUTIONS



Coalition DATA Update

RECENT

- ✓ **TIS Web Summit: Improving Safety - Implementing New Travel Info Services for Commercial Vehicles** - March 17, 2022
- ✓ **RITIS Workshop: Building a Corridor Performance Summary Report** - March 29, 2022
- ✓ **RITIS Product Enhancement Working Group Web Meeting** - April 6, 2022
- ✓ **New England HOGs - Using RWIS in Winter Operations** - April 7, 2022
- ✓ **RITIS Workshop: Understanding O-D Data** - April 8, 2022
- ✓ **TDM Validation Tech Advisory Committee Meeting** – April 12, 2022
- ✓ **Electric Vehicle Workshop** - April 12-13, 2022 (invite only)
- ✓ **Making Sense of CAV Data Webinar** - April 28, 2022



UPCOMING

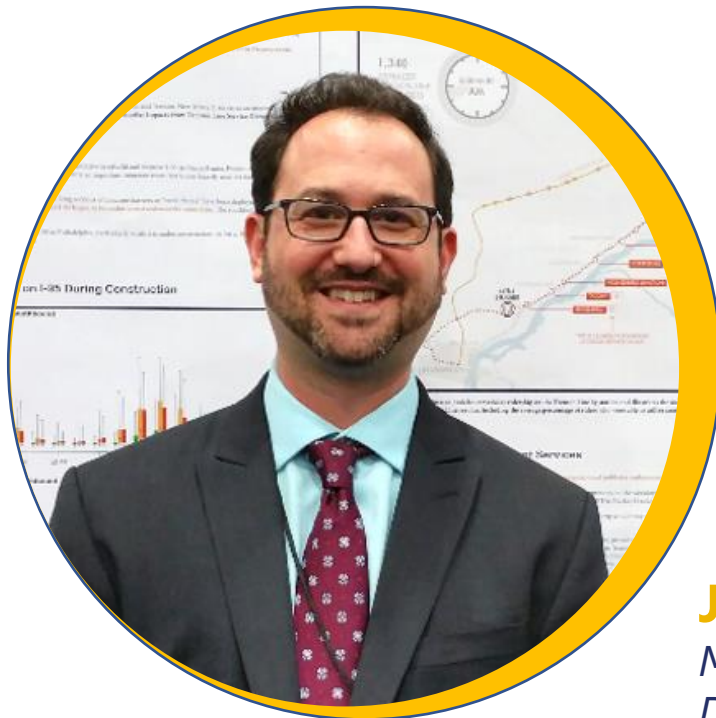
- **3rd Party Mapping Meeting (with Google Maps)** - June 2, 2022 (invite only)
- **TDM State Contracting Bi-Annual Meeting** - June 21, 2022 (invite only)
- **Waze Bi-Annual Meeting** - June 28, 2022 (invite only)

Transportation Data Marketplace Update



- The RFP process is complete
- Many thanks to the numerous agency members that participated
- The new **Transportation Data Marketplace** contract starts July 1, 2022
 - 6 Data Sets
 - Travel Time & Speed
 - Volume
 - Conflation
 - Waypoint
 - Origin Destination
 - Freight

Welcome & Introductions



Jesse Buerk

*Manager, Office of Capital Programs
DVRPC
RITIS User Group Co-chair*



Today's Speakers



Michael Pack
UMD CATT Lab
Director



Ian Machen,
Ludian
CEO



Charles Lattimer
UMD CATT Lab
Outreach & Business Development



Rick Ayers
UMD CATT Lab
Public Sector Advocate



John Allen
UMD CATT Lab
Faculty Assistant, Outreach & Education

Meeting Participants

Agencies

AASHTO	Chatham County - Savannah Metropolitan Planning Commission	City of Sandy Springs, GA	Florida's Turnpike Enterprise	Maricopa Association of Governments	MWVCOG	OMNIRIDE	Tennessee DOT
Alamo Area Metropolitan Planning Organization	Chattanooga TPO	City of West Memphis, AR	Georgia DOT	Maryland Department of Energy	Nebraska DOT	Oregon DOT	Texas AM Trans Inst. (TTI)
Arapahoe County	Chicago Metropolitan Agency for Planning	City of Winston Salem - DOT	Georgia Environmental Protection Division	Maryland DOT-SHA	New Jersey DOT	Pennsylvania DOT	The Mid-Ohio Regional Planning Commission
Arizona DOT	City of Alcoa, TN	Collier MPO	Illinois DOT	Maryland Transportation Authority	New Mexico DOT	PlanRVA	The University of Texas at San Antonio
Arkansas DOT	City of Alexandria, VA	Connecticut DOT	INRIX	Massachusetts DOT	New York City DOT	PVPC	Tri-County Regional Planning Commission
ATCS	City of Charlotte, NC	Corpus Christi MPO	Iowa DOT	Miami - Dade County	New York State DOT	Regional Transportation Commission of Southern Nevada	University of Maryland CATT Lab
Atlanta Regional Commission	City of Eugene, OR	District DOT	Kentuckiana RPDA	Miami Dade TPO	North Carolina DOT	Rhode Island DOT	Utah DOT
Baltimore Metropolitan Council	City of Franklin, TN	Durham-Chapel Hill-Carrboro MPO	Lehigh Valley Planning Commission	Michigan DOT	North Central Texas Council of Governments	SANDAG	Vermont AOT
Capital Area MPO (CAMPO-Raleigh)	City of Lexington, KY	DVRPC	Louisiana DOTD	Minnesota DOT	Northeast Ohio Areawide Coordinating Agency	Southern Georgia Regional Commission	Virginia DOT
Capital Region Planning Commission	City of Norwalk, CT	Federal Highway Administration	Ludian	M-NCPPC	Office of Intermodal Planning and Investment	Southwestern Pennsylvania Commission	
Charlotte DOT	City of Roswell	Florida DOT	Macomb County Department of Roads	MWCOG	Ohio DOT	St. Lucie TPO	



Poll 1: How often do you attend RITIS User Group Web Meetings?

Answer Options:

1. 1-2 times per year
2. 3-4 times per year
3. This is my first meeting





Using RITIS Tools to Analyze Congestion Impacts on Las Vegas Boulevard

Ian Machen

CEO

Ludian

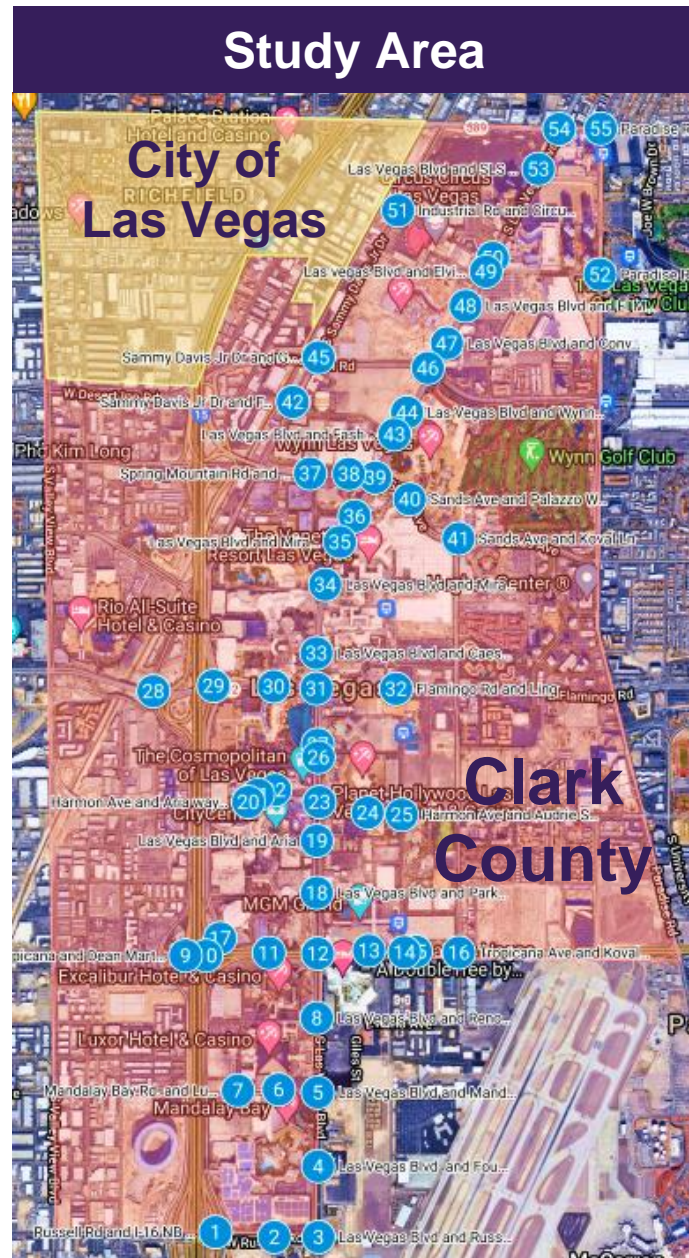


Using RITIS Tools to Analyze Congestion Impacts on Las Vegas Boulevard

RITIS User Group Web Meeting • May 5, 2022



Project Brief



Aim

- › To explore the feasibility and potential for deployment of Adaptive Signal Controls (ASCT) in the Las Vegas Resort Corridor.

Study Area

- › Bounded by Sahara Avenue, Paradise Road, Valley View Boulevard, and Russell Road and includes the commercial enterprises of major resorts and convention facilities in the area.

Total study area signalized intersections

- › 55 signalized intersections

Project Stakeholders

- › Regional Transportation Commission (RTC) of Southern Nevada
- › Nevada Department of Transportation (NDOT)
- › County of Las Vegas
- › City of Las Vegas
- › Las Vegas Resort Corridor Mobility Association (RCMA)
- › Nevada Resort Association
- › Las Vegas Convention and Visitors Authority (LVCVA)
- › Parking and Transportation Group Las Vegas (PATGLV)
- › MGM Resorts
- › Caesars Entertainment
- › Wynn/Encore Resorts
- › The Venetian Resorts Las Vegas

Background

Las Vegas Boulevard is one of the most famous streets in the world – attracting over **32 million visitors in 2021**

There are significant vehicle and pedestrian traffic flow conflicts...

- › People are not stopping for vehicles
- › Major safety concerns
- › Inefficiencies in traffic

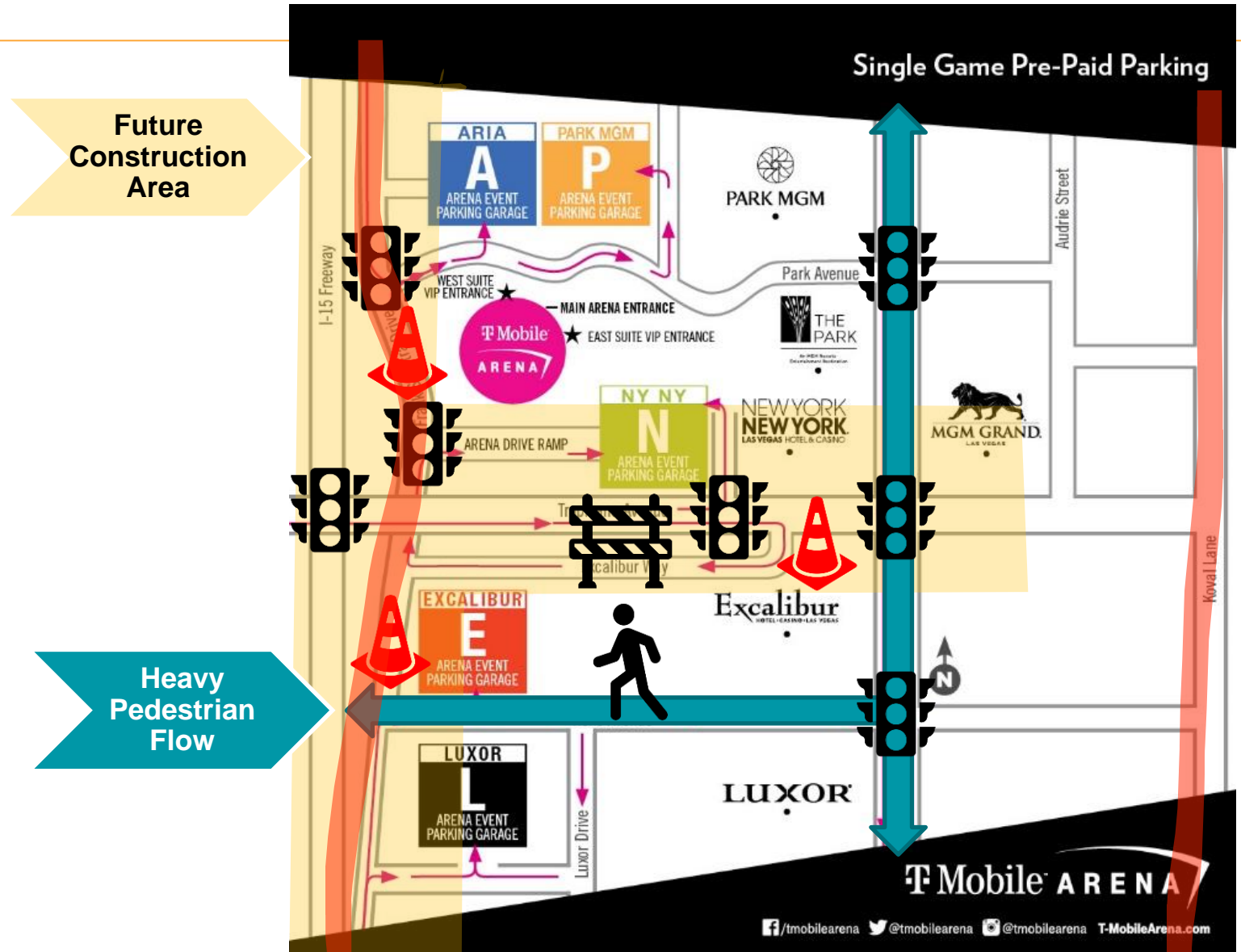
And multiple events happening at the same time...

- › Allegiant Stadium & T-Mobile Arena Events
- › Large concerts and Conventions
- › Gambling events



A Perfect Storm

- › Future construction work
- › Heavy pedestrian flow from large events
- › Challenged traffic signals
- › Congestion reroutes
- › Limited space to increase capacity
- › Increased residential
- › Increased global and national travel population
- › Limited count data available



Summary of RITIS Tools Used



Bottleneck Ranking

Identify Top
Bottleneck
Locations



Trend Map

Determine
Construction
Impacts



Performance Charts

Determine
Construction
Impacts



Travel Time Delta Ranking

Determine
Large
Event Impacts

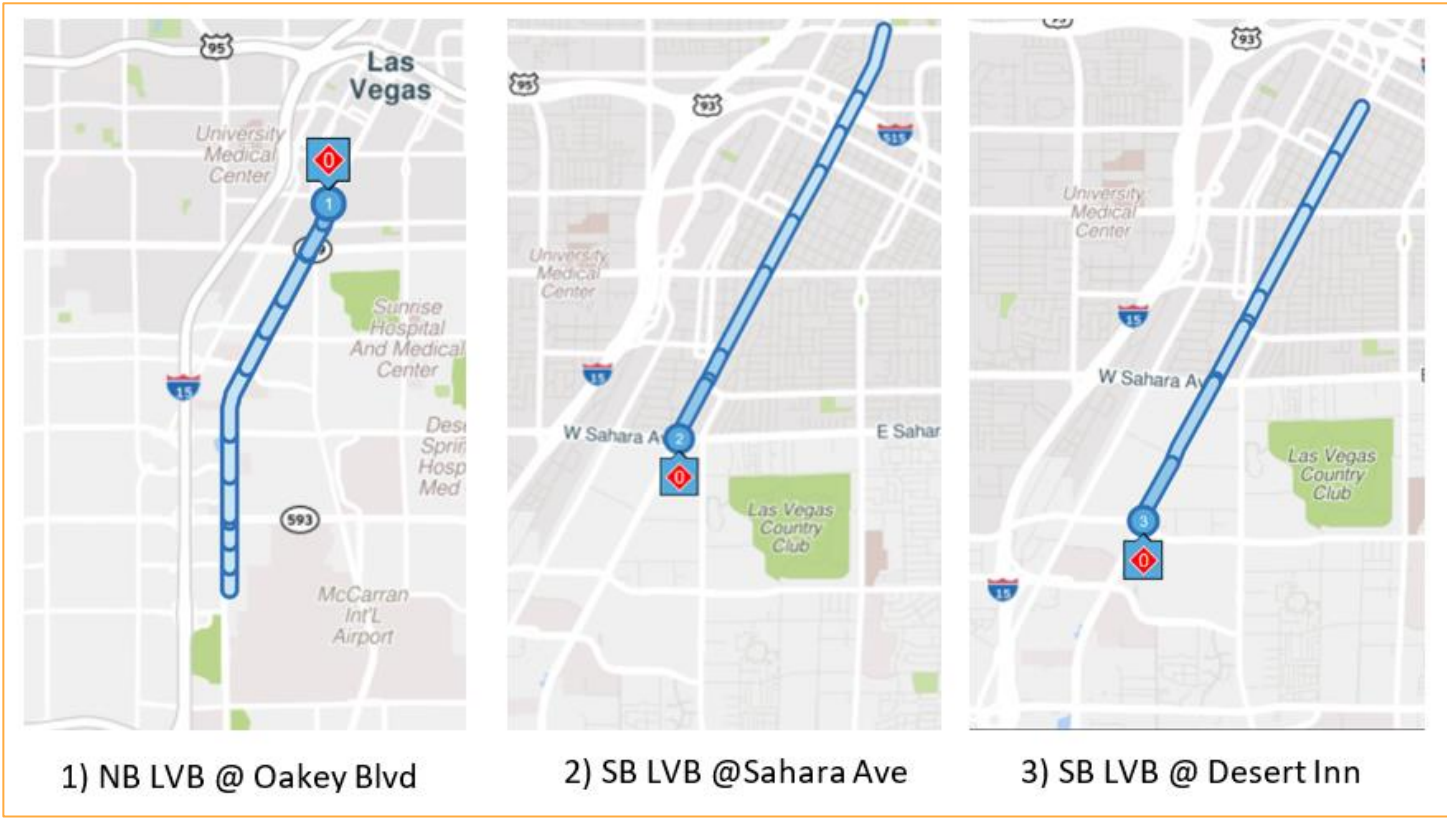


User Delay Cost Analysis

Calculate
Annual
Costs from Delay

Bottleneck Ranking Tool

Top 3 Bottlenecks on LVB - 2021



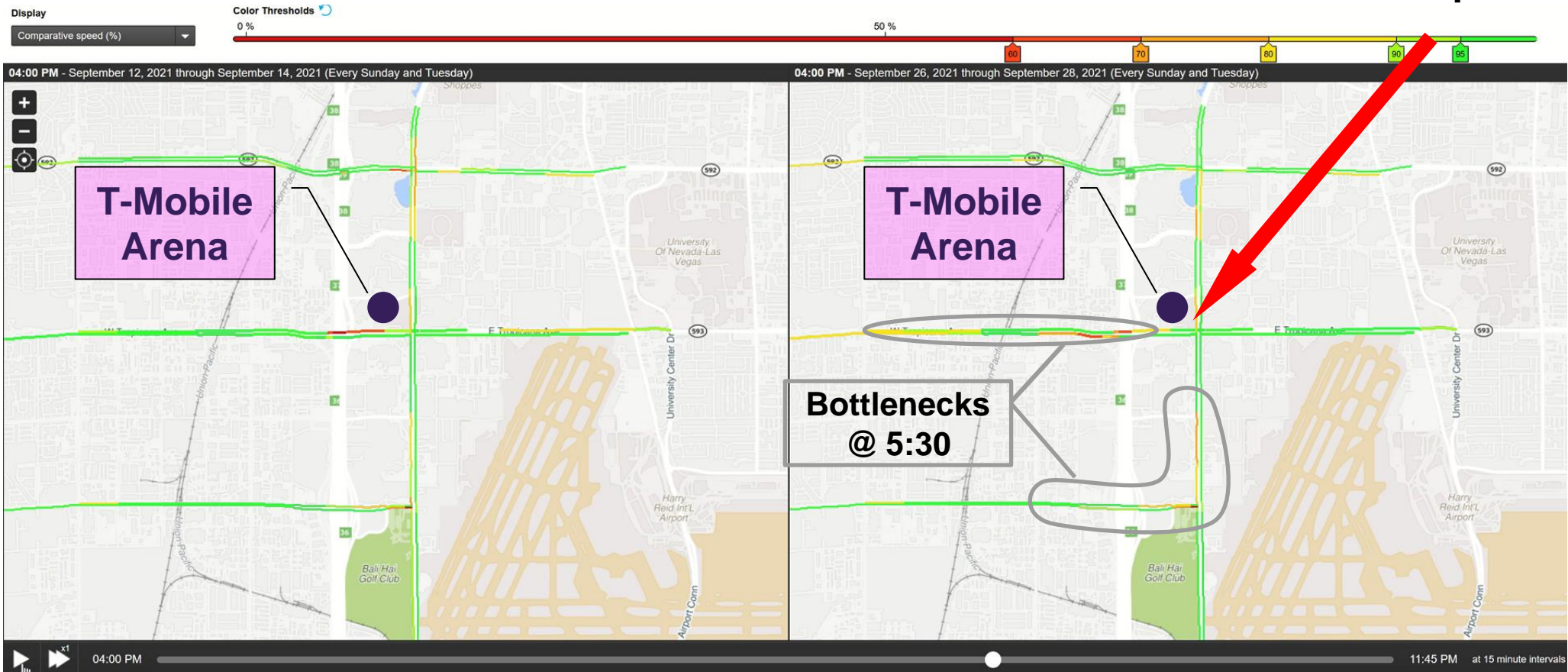
Rank	Head Location	Average max length (miles)	Average daily duration (h - hours, m - minutes)	Total duration (d - days, h - hours, m - minutes)
1	NB LVB @ E OAKLEY BLVD	0.68	3 h 5 m	47 d 1 h 29 m
2	SB LVB @ SAHARA AVE	0.82	1 h 50 m	28 d 0 h 52 m
3	SB LVB @ E DESERT INN RD	0.53	1 h 38 m	24 d 21 h 6 m

Trend Map & Performance Charts Tools

No-Game Event vs Game Event

Month: September 2021 Time: 4:00pm- 7:00pm Event Starts: 7:00pm

Congestion
peaking @ 6:00pm



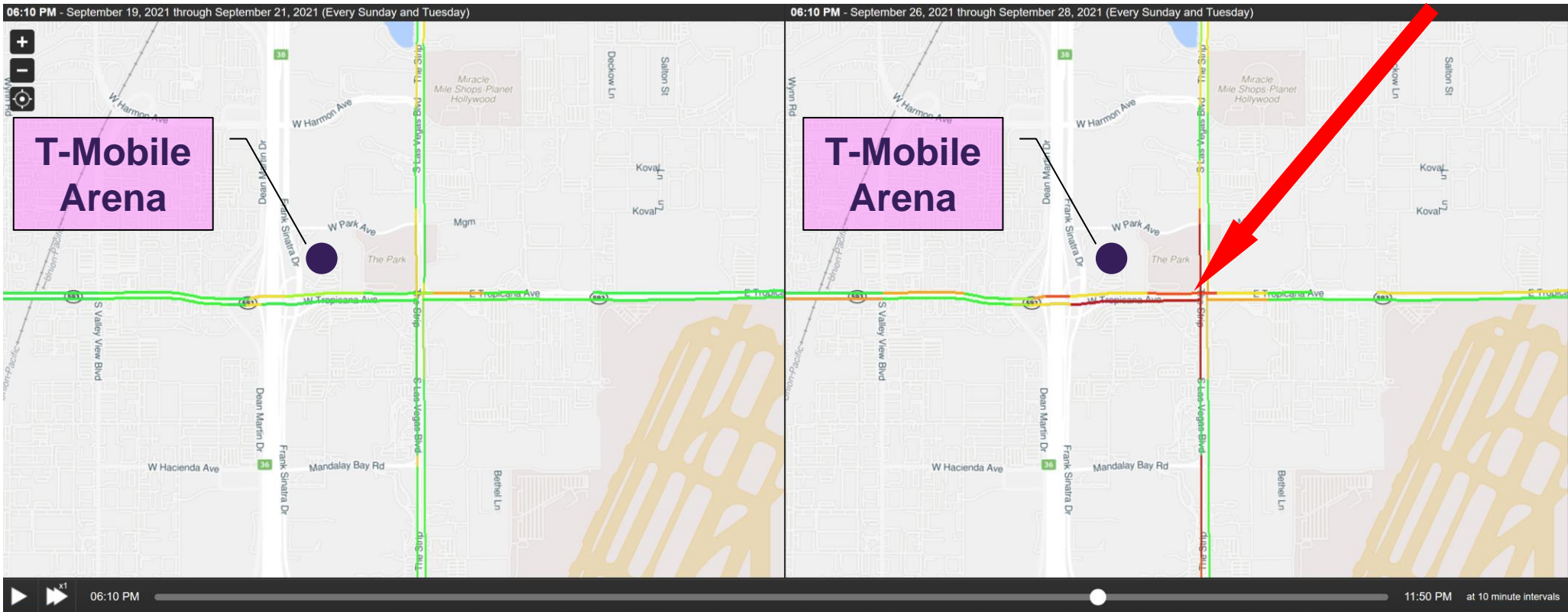
No-Game Event

Game Event

No-Game Event vs Game Event

Month: September 2021 Time: 4:00pm- 7:00pm Event Starts: 7:00pm

Congestion
peaking @ 6:10pm

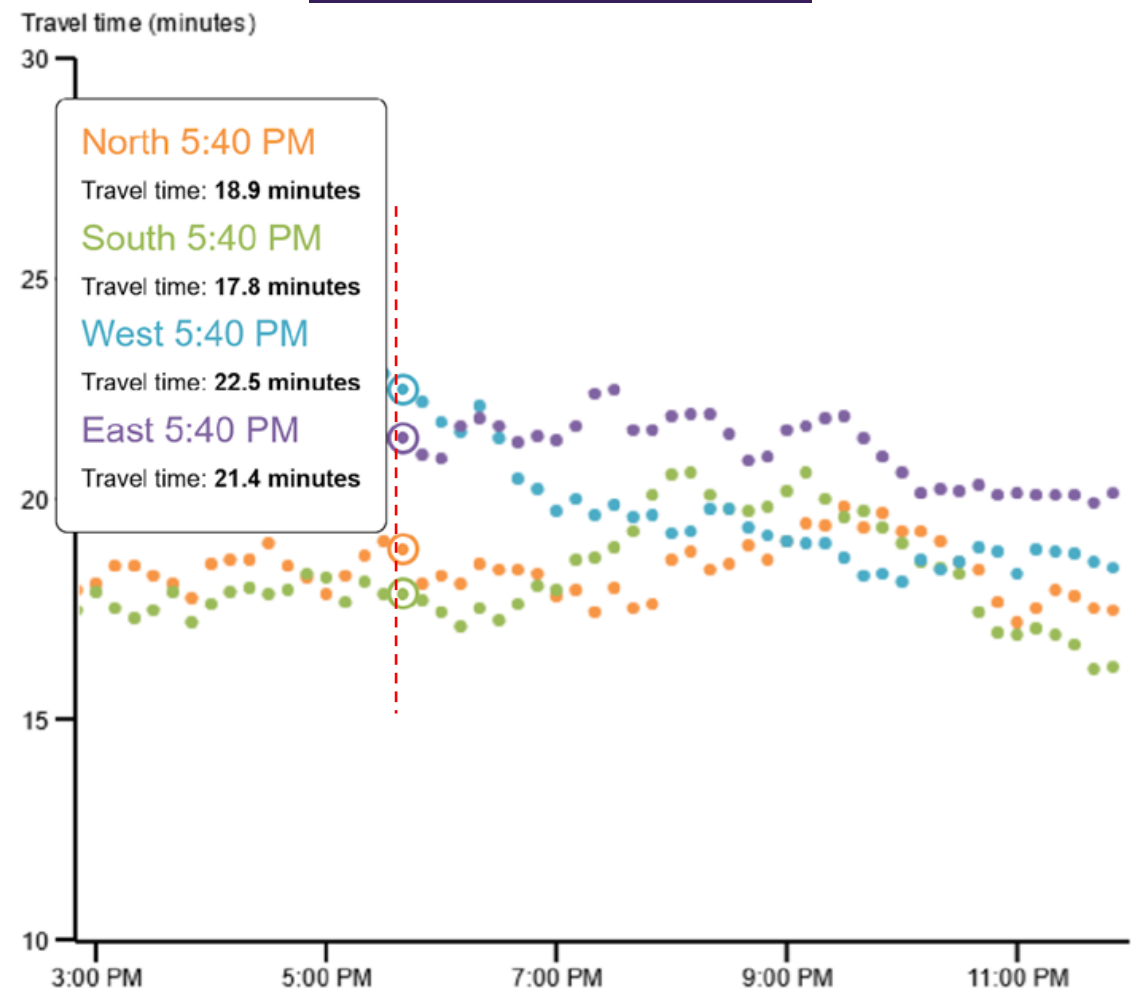


No-Game Event

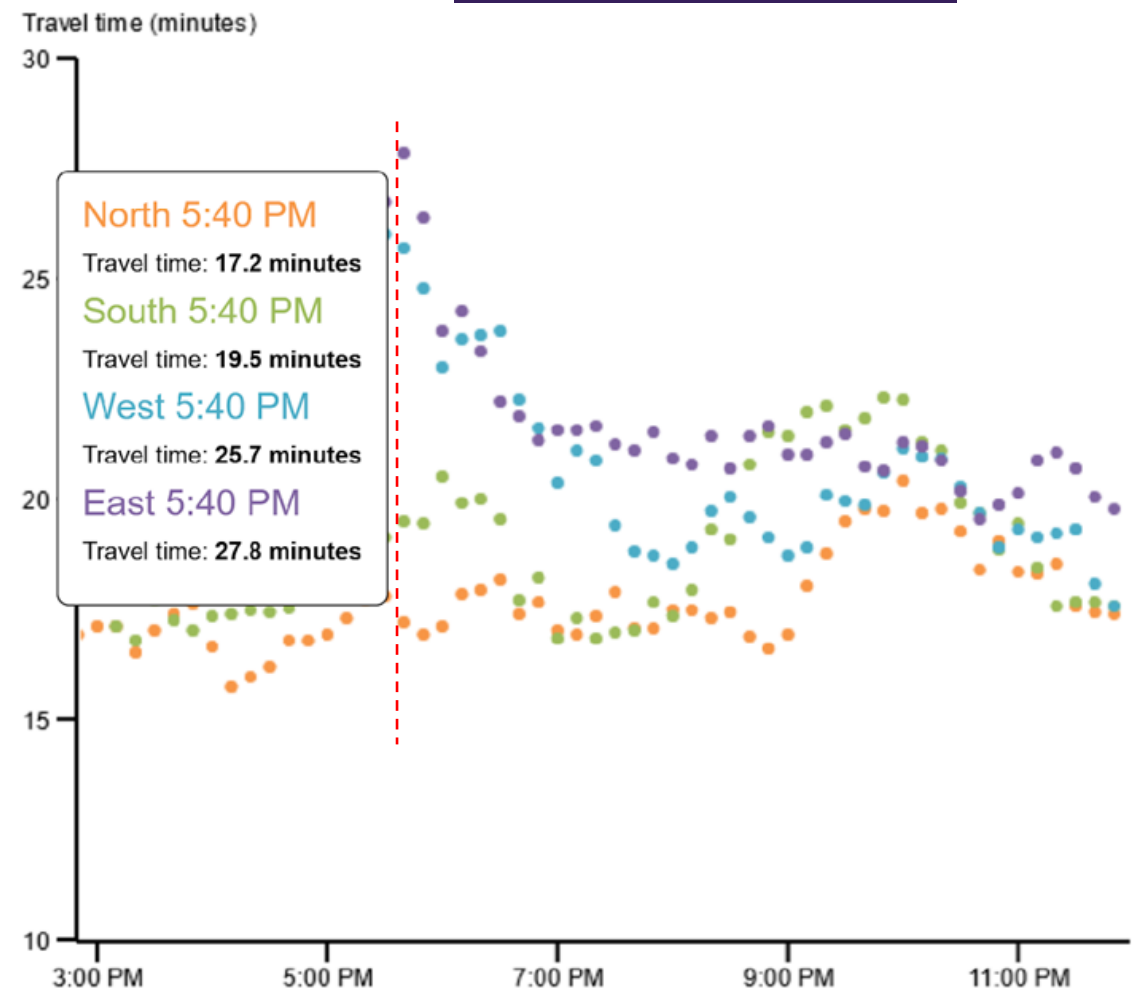
Game Event

Travel Time Reliability on LVB

Non-Game Night



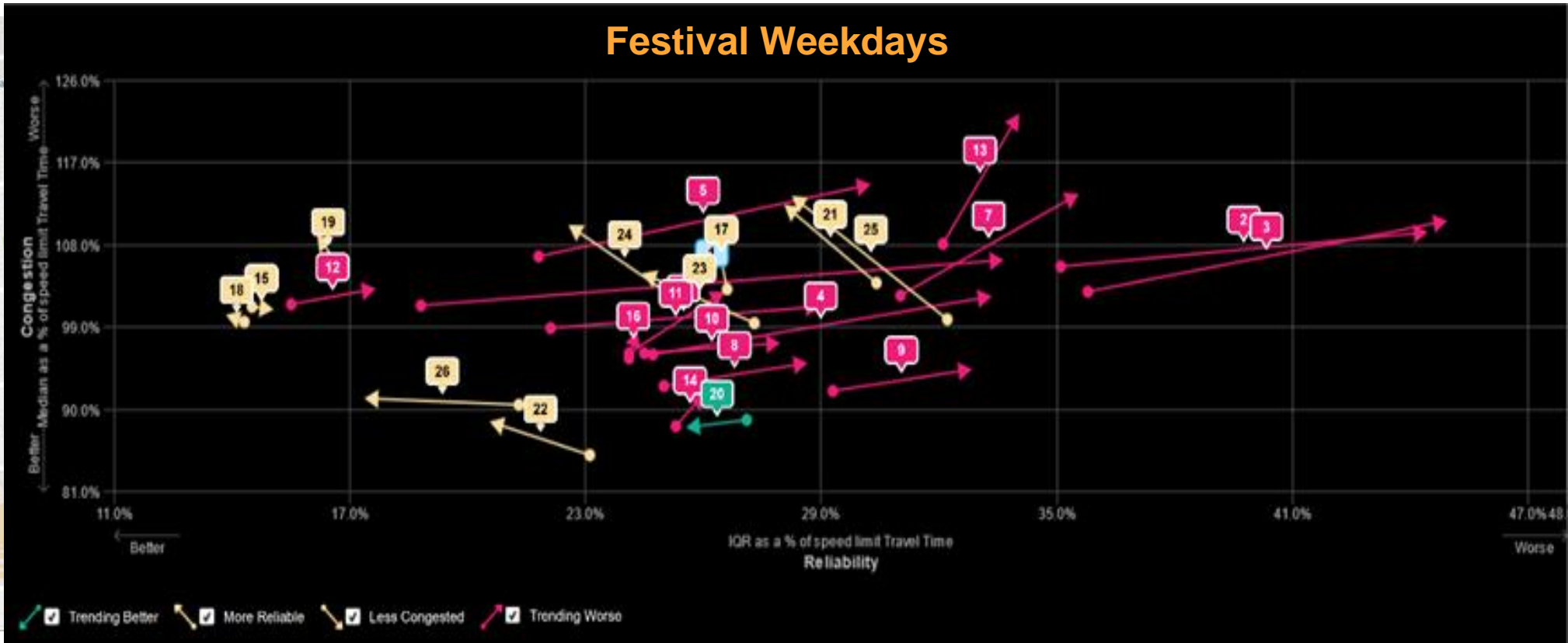
Game Night



Travel Time Delta Ranking Tool

Travel Time Delta Ranking

Event: Electric Daisy Carnival (EDC) Festival • October 20th – 27th 2021 • Attendance: Approx. 500,000



= Trending Better



= More Reliable



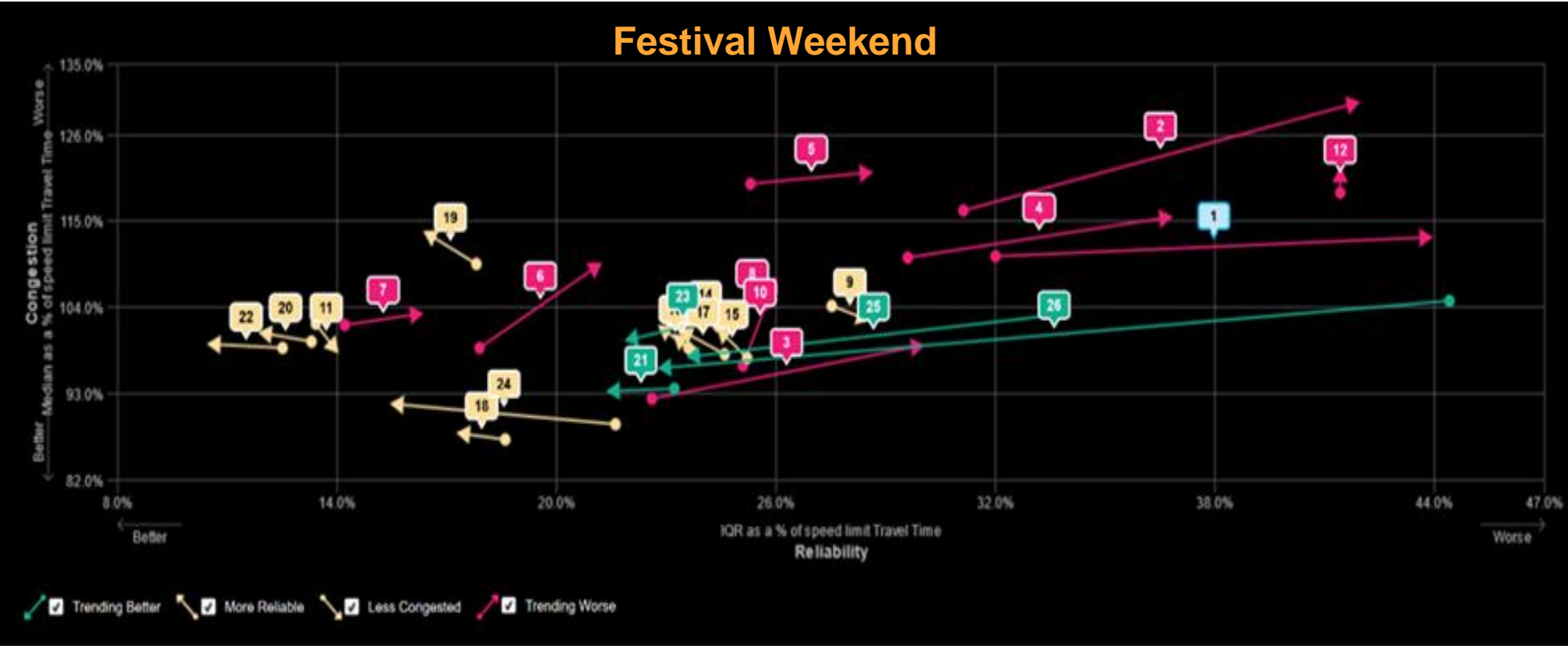
= Less Congested



= Trending Worse

Travel Time Delta Ranking

Event: Electric Daisy Carnival (EDC) Festival • October 20th – 27th 2021 • Attendance: Approx. 500,000



= Trending Better



= More Reliable



= Less Congested



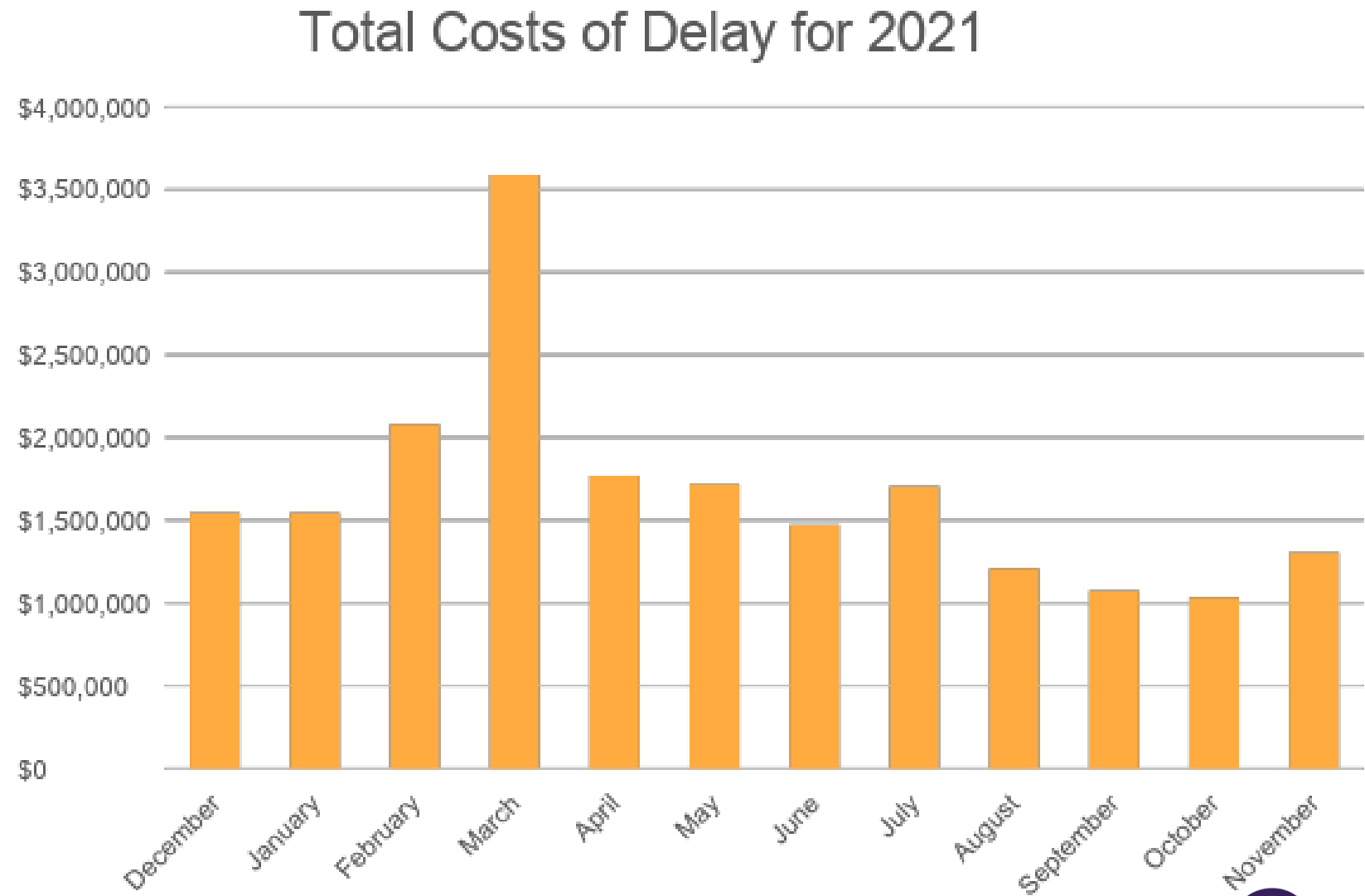
= Trending Worse

User Delay Cost Analysis Tool

User Delay Cost Analysis

Total Vehicle
Delay Cost
for 2021

\$20,053,450



User Delay Cost Analysis – March 2021

12:00PM – 11:00PM																										
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Daily Totals	
3/01/21	\$1K	\$0.5K	\$0.2K	\$0.2K	\$0.2K	\$0.3K	\$0.5K	\$1.1K	\$1.1K	\$2.4K	\$1.7K	\$4.1K	\$4.2K	\$4.7K	\$4.1K	\$8.1K	\$3.2K	\$4.4K	\$4K	\$3K	\$2.2K	\$1.7K	\$1K	\$0.8K	\$52.5K	
3/02/21	\$0.1K	\$0.3K	\$0.2K	\$0.1K	\$0.1K	\$0.4K	\$0.6K	\$0.7K	\$1.2K	\$1.5K	\$1.1K	\$2.7K	\$2.1K	\$2.4K	\$1.7K	\$1.1K	\$2K	\$1.9K	\$2.4K	\$2.3K	\$2.1K	\$2.1K	\$1.1K	\$0.7K	\$31.3K	
3/03/21	\$0.5K	\$0.2K	\$0.2K	\$0.2K	\$0.2K	\$0.3K	\$0.5K	\$0.8K	\$0.8K	\$0.8K	\$0.8K	\$2.4K	\$2.3K	\$2.4K	\$1.5K	\$2.4K	\$2.9K	\$2.1K	\$1.5K	\$2K	\$2.6K	\$2.3K	\$1.3K	\$0.8K	\$31.5K	
3/04/21	\$0.5K	\$0.2K	\$0.2K	\$0.1K	\$0.2K	\$0.3K	\$0.6K	\$1.4K	\$1.3K	\$1K	\$1K	\$2.4K	\$3.4K	\$2.5K	\$1.4K	\$3.9K	\$4.1K	\$2.4K	\$1.3K	\$1.9K	\$2.8K	\$2.3K	\$2.8K	\$1.7K	\$30.6K	
3/05/21	\$0.7K	\$0.8K	\$0.2K	\$0.2K	\$0.4K	\$0.2K	\$0.8K	\$1.1K	\$1.3K	\$1.6K	\$2.1K	\$4.1K	\$4.9K	\$3.9K	\$5.5K	\$4.1K	\$5K	\$4.8K	\$6.8K	\$5.3K	\$8.8K	\$7.1K	\$6.7K	\$4.6K	\$80.9K	
3/06/21	\$3K	\$2.2K	\$1K	\$0.3K	\$0.2K	\$0.3K	\$0.2K	\$0.7K	\$0.9K	\$2.5K	\$5.5K	\$8.7K	\$7.7K	\$7.1K	\$11.2K	\$7.7K	\$8.3K	\$9.2K	\$9.8K	\$8.2K	\$11.5K	\$10.2K	\$14K	\$8.7K	\$138.9K	
3/07/21	\$3.9K	\$1.6K	\$1.1K	\$0.3K	\$0.1K	\$0.2K	\$0.3K	\$0.8K	\$1.3K	\$2.9K	\$8.6K	\$8.1K	\$8.7K	\$7.7K	\$8.7K	\$8K	\$7.9K	\$5.4K	\$5.9K	\$4.5K	\$5.2K	\$4.7K	\$2K	\$1.9K	\$83.7K	
3/08/21	\$0.9K	\$0.6K	\$0.4K	\$0.1K	\$0.1K	\$0.2K	\$0.8K	\$1K	\$1K	\$2.9K	\$3.8K	\$4.7K	\$5.8K	\$4.4K	\$3K	\$4.5K	\$3.1K	\$3.9K	\$4.4K	\$2.9K	\$2.8K	\$2.9K	\$1.8K	\$1.2K	\$56.2K	
3/09/21	\$0.8K	\$0.2K	\$0.2K	\$0.1K	\$0.1K	\$0.2K	\$0.5K	\$0.8K	\$1.1K	\$1.9K	\$2.6K	\$2.9K	\$3.7K	\$3.3K	\$3.6K	\$4.6K	\$4.5K	\$2.9K	\$2.9K	\$3.8K	\$3.6K	\$2.5K	\$1.7K	\$0.8K	\$49.3K	
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3/11/21	\$0.7K	\$0.4K	\$0.3K	\$0.2K	\$0.2K	\$0.2K	\$0.6K	\$1.4K	\$1.3K	\$1.3K	\$2.2K	\$3.1K	\$3.7K	\$4.1K	\$4.5K	\$6.6K	\$9.2K	\$14.2K	\$4.9K	\$2.7K	\$2.8K	\$3.1K	\$2.8K	\$2.5K	\$69.7K	
3/12/21	\$1.8K	\$1.3K	\$0.4K	\$0.2K	\$0.3K	\$0.3K	\$1.4K	\$1.6K	\$1.8K	\$2.2K	\$2.2K	\$4.4K	\$6.8K	\$7.2K	\$11K	\$18.8K	\$11.4K	\$7.9K	\$9.9K	\$10.7K	\$9.8K	\$3.8K	\$7.8K	\$6.1K	\$131.4K	
3/13/21	\$3.1K	\$1.8K	\$0.5K	\$0.4K	\$0.2K	\$0.2K	\$0.5K	\$0.6K	\$1.8K	\$2.6K	\$5.8K	\$13.9K	\$13.9K	\$20K	\$19.1K	\$18.1K	\$18.9K	\$13.2K	\$16.6K	\$20.8K	\$21K	\$19.8K	\$12.9K	\$2K	\$238.5K	
3/14/21	\$8.3K	\$2.4K	N/A	\$0.4K	\$0.2K	\$0.3K	\$0.6K	\$1.1K	\$1.2K	\$2.7K	\$7.2K	\$11.9K	\$13.3K	\$10.2K	\$10.7K	\$11.2K	\$10.2K	\$9.9K	\$9.9K	\$9.9K	\$9.9K	\$9.9K	\$3.8K	\$2K	\$139.7K	
3/15/21	\$1.1K	\$1.1K	\$0.5K	\$0.2K	\$0.3K	\$0.5K	\$0.7K	\$1.3K	\$1.4K	\$1.6K	\$4.5K	\$11.8K	\$11.2K	\$12K	\$13.4K	\$17.1K	\$10.1K	\$5.9K	\$4.9K	\$5.3K	\$4.2K	\$2.9K	\$2.2K	\$1.8K	\$115.4K	
3/16/21	\$1.3K	\$0.7K	\$0.3K	\$0.2K	\$0.2K	\$0.2K	\$0.9K	\$1.3K	\$1.7K	\$2.4K	\$3.7K	\$3.8K	\$4.8K	\$4.5K	\$4.7K	\$8.6K	\$7.7K	\$6K	\$4.4K	\$5.5K	\$5.7K	\$4.3K	\$2.9K	\$2.2K	\$78.2K	
3/17/21	\$1.5K	\$0.6K	\$0.2K	\$0.1K	\$0.3K	\$0.5K	\$0.8K	\$1.6K	\$2.5K	\$2.1K	\$3.4K	\$4.8K	\$5.8K	\$6.9K	\$6.1K	\$11K	\$7K	\$6.9K	\$3.4K	\$5.6K	\$5.7K	\$4.2K	\$4.3K	\$2.4K	\$86.9K	
3/18/21	\$1.2K	\$1.1K	\$0.3K	\$0.2K	\$0.2K	\$0.5K	\$0.8K	\$1K	\$1.9K	\$1.3K	\$1.5K	\$3.4K	\$5.9K	\$5.7K	\$10.5K	\$14.4K	\$9K	\$5.1K	\$5.7K	\$6.2K	\$6.1K	\$5.9K	\$6.3K	\$3.5K	\$97.7K	
3/19/21	\$3.7K	\$1.7K	\$0.7K	\$0.4K	\$0.4K	\$0.4K	\$0.7K	\$1.5K	\$1.8K	\$2.6K	\$2.9K	\$5.4K	\$7.9K	\$7.8K	\$13.2K	\$10.7K	\$9.8K	\$12.8K	\$9.4K	\$14.3K	\$14.7K	\$13.1K	\$8.2K	\$14.4K	\$169.2K	
3/20/21	\$8.8K	\$2.7K	\$1.5K	\$0.8K	\$0.3K	\$0.3K	\$0.5K	\$0.9K	\$1.5K	\$4.1K	\$8.5K	\$11.9K	\$12.8K	\$16.9K	\$17.8K	\$14.3K	\$13.9K	\$14.9K	\$12.4K	\$11.2K	\$18.9K	\$17.8K	\$27.1K	\$19.4K	\$234.4K	
3/21/21	\$7.4K	\$2.9K	\$1.3K	\$0.3K	\$0.3K	\$0.2K	\$0.4K	\$0.8K	\$1.9K	\$3K	\$6.6K	\$12.5K	\$12.5K	\$11.2K	\$10.2K	\$10.6K	\$10.6K	\$10K	\$12.7K	\$12.7K	\$12.4K	\$10.4K	\$5.7K	\$9.1K	\$160.9K	
3/22/21	\$1.8K	\$1.4K	\$0.5K	\$0.2K	\$0.2K	\$0.4K	\$1.1K	\$1.7K	\$3.5K	\$3.1K	\$5.3K	\$9.3K	\$13.3K	\$12K	\$12.2K	\$13.5K	\$13.1K	\$11.8K	\$8.9K	\$7.4K	\$7.6K	\$5.9K	\$3.4K	\$1.8K	\$138.9K	
3/23/21	\$1.5K	\$0.7K	\$0.4K	\$0.2K	\$0.2K	\$0.4K	\$0.7K	\$1.9K	\$2.3K	\$3.6K	\$8.3K	\$9.3K	\$11.9K	\$12.8K	\$13.3K	\$18.4K	\$17.4K	\$11.2K	\$7.3K	\$8.4K	\$7.1K	\$5.2K	\$3.2K	\$1.8K	\$145.5K	
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3/25/21	\$1K	\$1K	\$0.4K	\$0.2K	\$0.3K	\$0.4K	\$0.7K	\$1.5K	\$2.3K	\$2.4K	\$5.4K	\$8.2K	\$7.7K	\$7.1K	\$7.5K	\$10K	\$7K	\$7.8K	\$8.4K	\$6.4K	\$7.1K	\$7.4K	\$6.1K	\$6.2K	\$112.5K	
3/26/21	\$3.1K	\$1.4K	\$0.5K	\$0.2K	\$0.3K	\$0.4K	\$1.1K	\$1.5K	\$2.1K	\$2.1K	\$4.5K	\$9.7K	\$11K	\$10.2K	\$14.4K	\$14K	\$12.1K	\$16.4K	\$14K	\$13.9K	\$17.2K	\$15.9K	\$21.8K	\$17.8K	\$263.8K	
3/27/21	\$8.8K	\$3.7K	\$1.3K	\$0.8K	\$0.2K	\$0.4K	\$0.4K	\$1K	\$1.8K	\$3.3K	\$8.1K	\$13.2K	\$17.5K	\$19.1K	\$20.2K	\$19.8K	\$20K	\$21K	\$17.4K	\$23.4K	\$19.2K	\$32.8K	\$24.3K	\$2K	\$293.5K	
3/28/21	\$11.6K	\$5.4K	\$1.3K	\$0.5K	\$0.4K	\$0.3K	\$0.4K	\$0.9K	\$2.1K	\$3.2K	\$7.7K	\$15.7K	\$16.1K	\$14.5K	\$15.8K	\$13.4K	\$8.2K	\$12.2K	\$12.2K	\$12.2K	\$12.2K	\$12.2K	\$7.8K	\$4.5K	\$222.4K	
3/29/21	\$1.9K	\$1.2K	\$0.5K	\$0.3K	\$0.2K	\$0.4K	\$1.2K	\$2.3K	\$3.1K	\$4.4K	\$8.3K	\$10.5K	\$13.8K	\$12.7K	\$15.8K	\$13.9K	\$15.3K	\$17.9K	\$9.3K	\$8.1K	\$7.7K	\$6.1K	\$4.9K	\$2.2K	\$160.1K	
3/30/21	\$1.8K	\$0.8K	\$0.2K	\$0.1K	\$0.3K	\$0.2K	\$1K	\$1.6K	\$2.3K	\$2.9K	\$5.4K	\$2.7K	\$4.4K	\$4K	\$9K	\$9.3K	\$4.4K	\$4K	\$2.7K	\$3.1K	\$3.1K	\$2K	\$0.8K	\$0.3K	\$68.1K	
3/31/21	\$0.2K	\$0.1K	\$0.1K	\$0.1K	\$0.1K	\$0.1K	\$0.3K	\$1.3K	\$1.2K	\$0.8K	\$1.4K	\$3.6K	\$5.1K	\$7.5K	\$9.5K	\$9K	\$2K	\$4K	\$4.9K	\$3.3K	\$4.7K	\$4.2K	\$3.5K	\$1.6K	\$68.7K	

Saturday 3/13/2021
Daily Totals:
\$238,500

Saturday 3/20/2021
Daily Totals:
\$234,000

Saturday 3/27/2021
Daily Totals:
\$293,500

Project Takeaways

Through our analysis, the RTC of Southern Nevada determined that the ***implementation of ASCT on Las Vegas Boulevard is feasible.***

Our Recommendations

- › Build a Concept of Operations Document for ASCT
- › Re-time traffic signals on enable traffic counting on all project intersections
- › Implement pedestrian-only phases
- › Create an automated alert/exception reporting system on detection issues, phase failures, unused green time
- › Deploy ASCT
- › Deploy Bluetooth technology or use Big Data for deeper analysis

Importance of Data Visualization in Our Project Development Process

Data Visualizations can *inform*, *spur action*, and *improve decision-making*...



Perceiving

What does it
show?



Interpreting

What does it
mean?



Comprehending

What does it **mean to me** and how
does it **resonate with the public?**

Using RITIS tools allowed us to:

- › Comprehensively evaluate a complex SAFETY & TRAFFIC FLOW situation in an important economic corridor
- › Develop simple, effective and persuasive data visualizations to inform stakeholders
- › Create a baseline to use for A future evaluation of implementing Adaptive Signal Control Technology

Thank you!



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Driving innovation in
**transportation
technology and
management.**

170 S Green Valley Pkwy Drive, Henderson, Nevada 89012 • Ludianusa.com



New RITIS Tools and Recent Enhancements



Michael Pack
UMD CATT Lab
Director



Charles Lattimer
UMD CATT Lab
Outreach & Business Development



Event Query Tool New Features

We added functionality within [Event Query Tool](#) to support queries on historical Waze data

Every Day Counts Types

Waze Agency Specific Sub Types

☒ Include all types

☒ Accident Major

☒ Hazard On Road Object

☒ Hazard Weather Heat Wave

☒ Accident Minor

☒ Hazard On Road Oil

☒ Hazard Weather Heavy Rain

☒ Hazard On Shoulder

☒ Hazard On Road Pot Hole

☒ Hazard Weather Heavy Snow

☒ Hazard On Shoulder Animals

☒ Hazard On Road Road Kill

☒ Hazard Weather Hurricane

☒ Hazard On Shoulder Missing Sign

☒ Hazard On Road Traffic Light Fault

☒ Hazard Weather Monsoon

☒ Hazard On Road

☒ Hazard Weather

☒ Hazard Weather Tornado

☒ Hazard On Road Car Stopped

☒ Hazard Weather Flood

☒ Jam Light Traffic

☒ Hazard On Road Construction

☒ Hazard Weather Fog

☒ Road Closed Construction

☒ Hazard On Road Ice

☒ Hazard Weather Freezing Rain

☒ Road Closed Event

☒ Hazard On Road Lane Closed

☒ Hazard Weather Hail

☒ Road Closed Hazard

LOCATION

Road

Region*

Maryland

TIME PERIOD

From

01/01/2022

00

To

01/31/2022

23

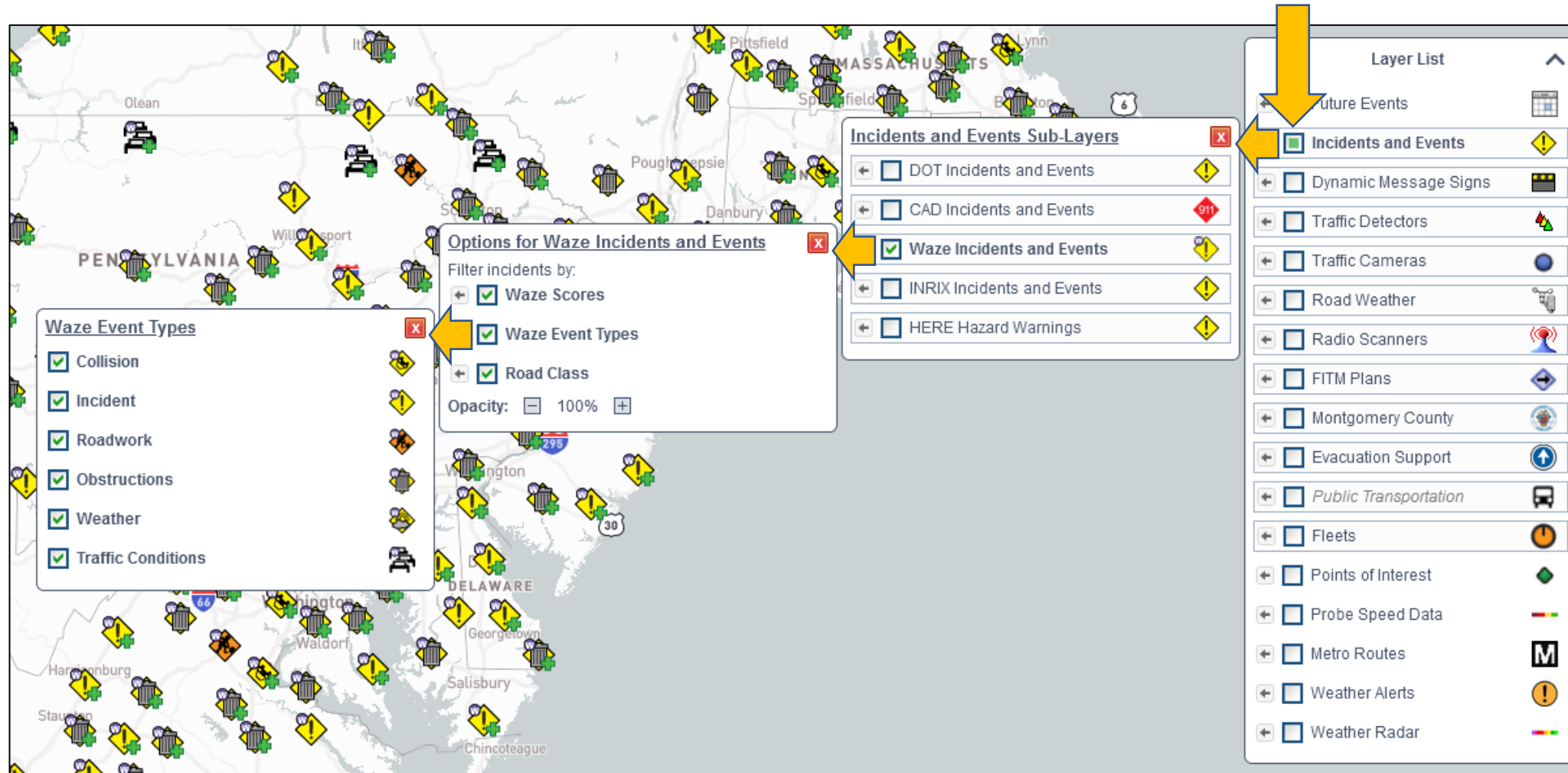
59

SUBMIT QUERY



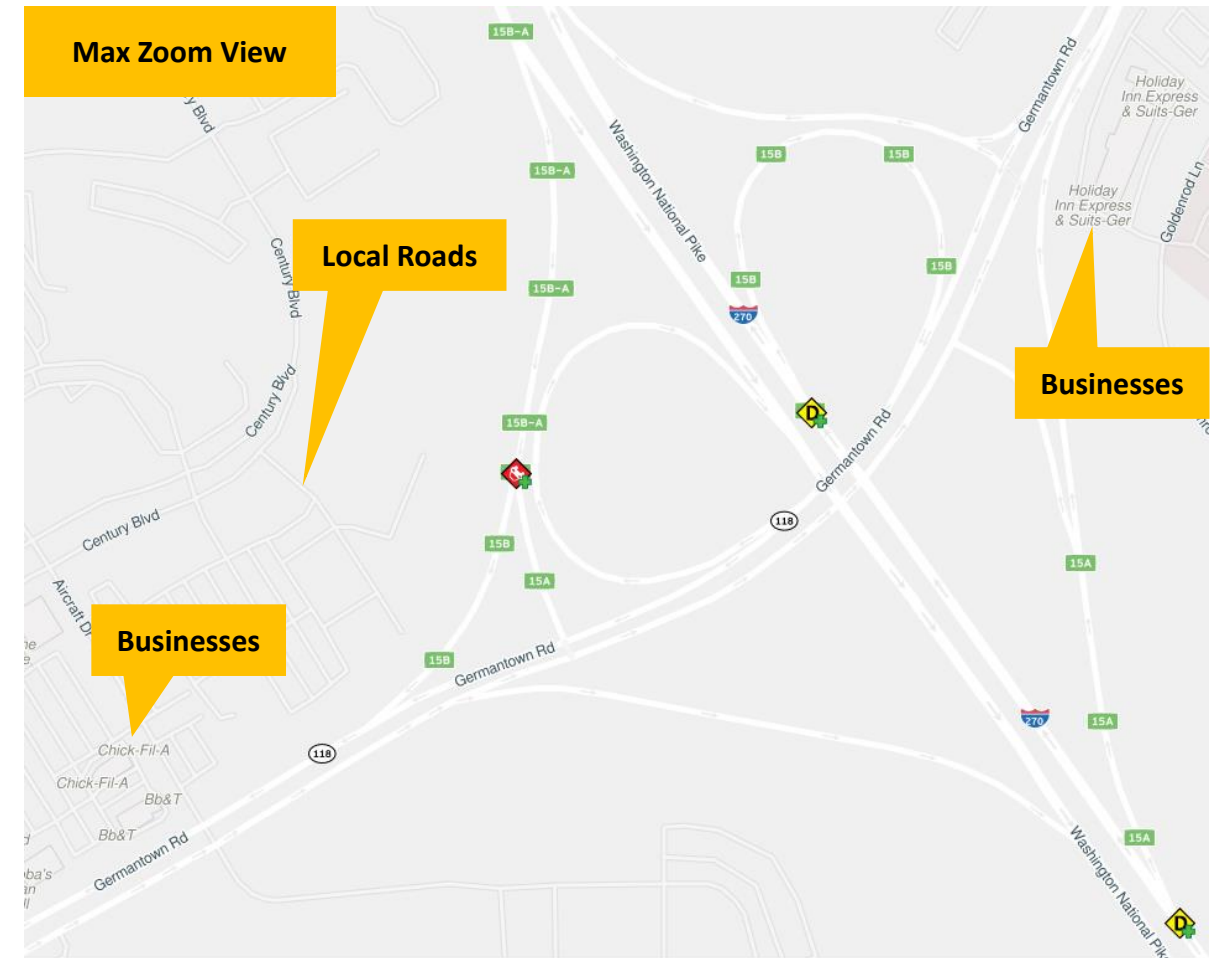
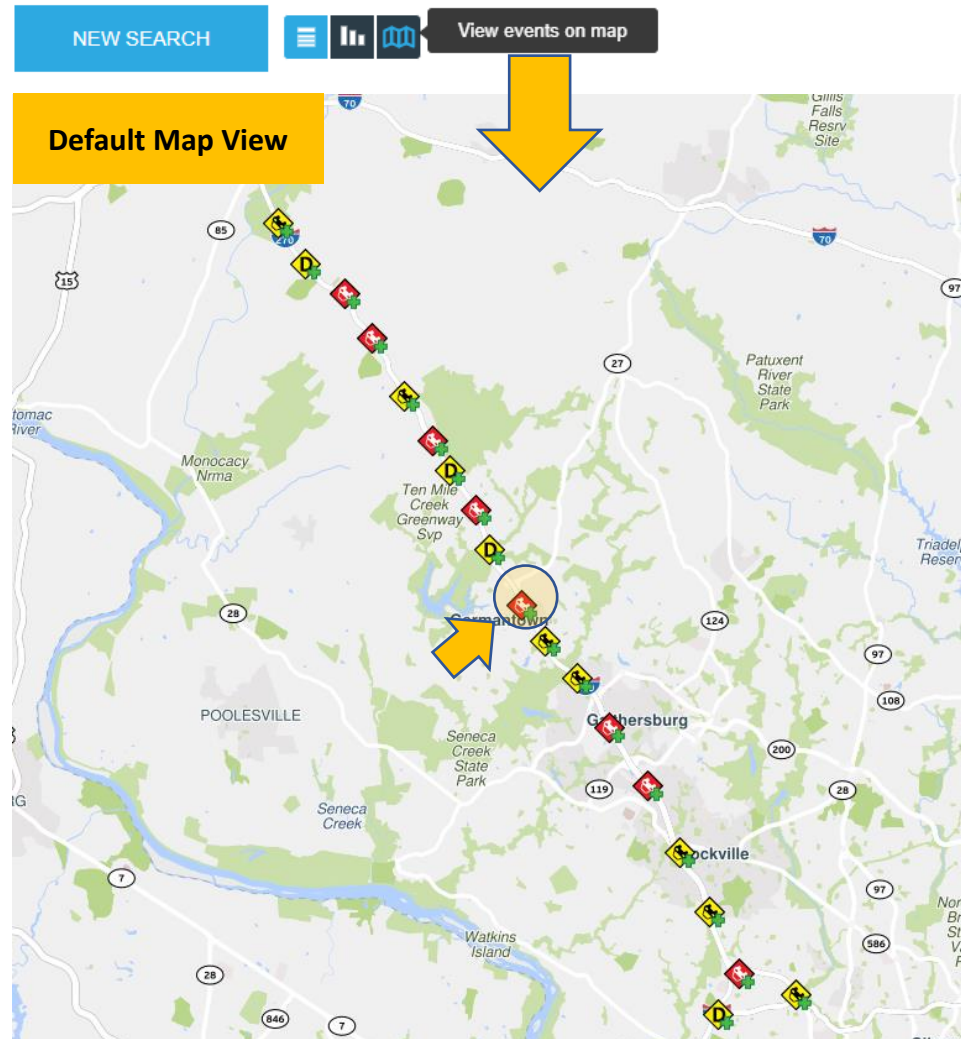
Event Query Tool New Features (cont'd.)

Enabled initial support for a more complete **Waze Incidents and Events** map layer, including Waze Scores, Waze Event Types, and Road Class.



Event Query Tool Enhancements (cont'd.)

We also adjusted the maximum zoom level, allowing the map to show greater detail



Data Source Updates



Added fields in Event Query Tool and APIs to better support Waze events



Updated FDOT CCTV feeds to support new access protocols



Added support for the Capital Bikeshare data source via API



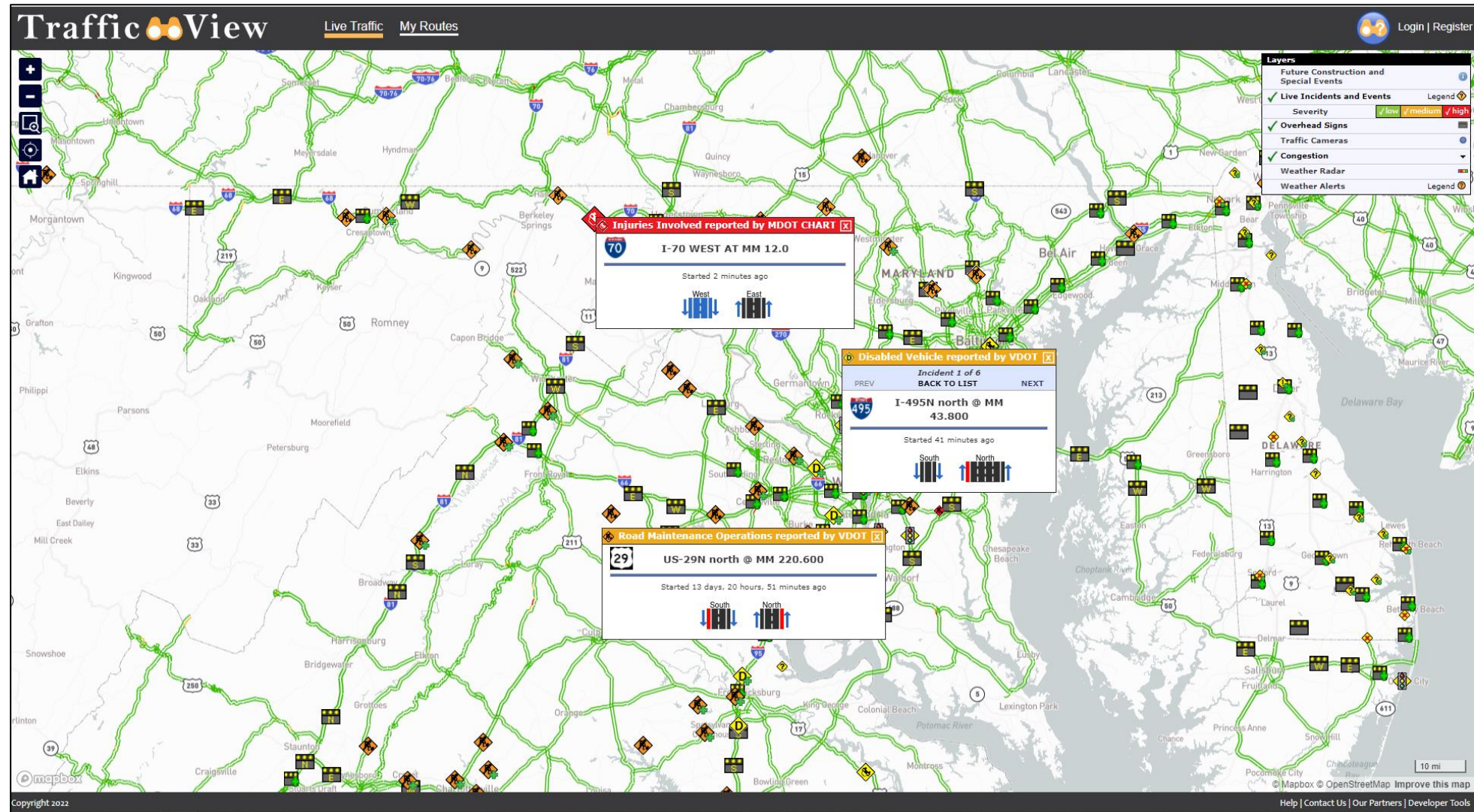
Updated Caltrans' data feed to support new CCTV functionality & improve handling of timestamps



Added VDOT Wavetronix radar TSS data

TrafficView Improvements

Improved the layout of popups on the [TrafficView Live Incidents & Events](#) layer.



Corrected Issues

- ✓ Corrected the time zone names on the **Traffic Map Weather Radar** layer, and fixed an issue that prevented the layer from loading when malformed data was present
- ✓ Fixed issues in **WZPMA** related to UDC and daylight-saving time
- ✓ Fixed a minor missing data error in the **VDOT short-term weather data feed**
- ✓ Fixed an issue that prevented loading static **CCTV streams** with special characters in their addresses
- ✓ Fixed an issue on the **Traffic Cameras** page that prevented popups from opening when a map icon was clicked immediately after the page had loaded





Probe Data Analytics Suite



PDA Suite Updates

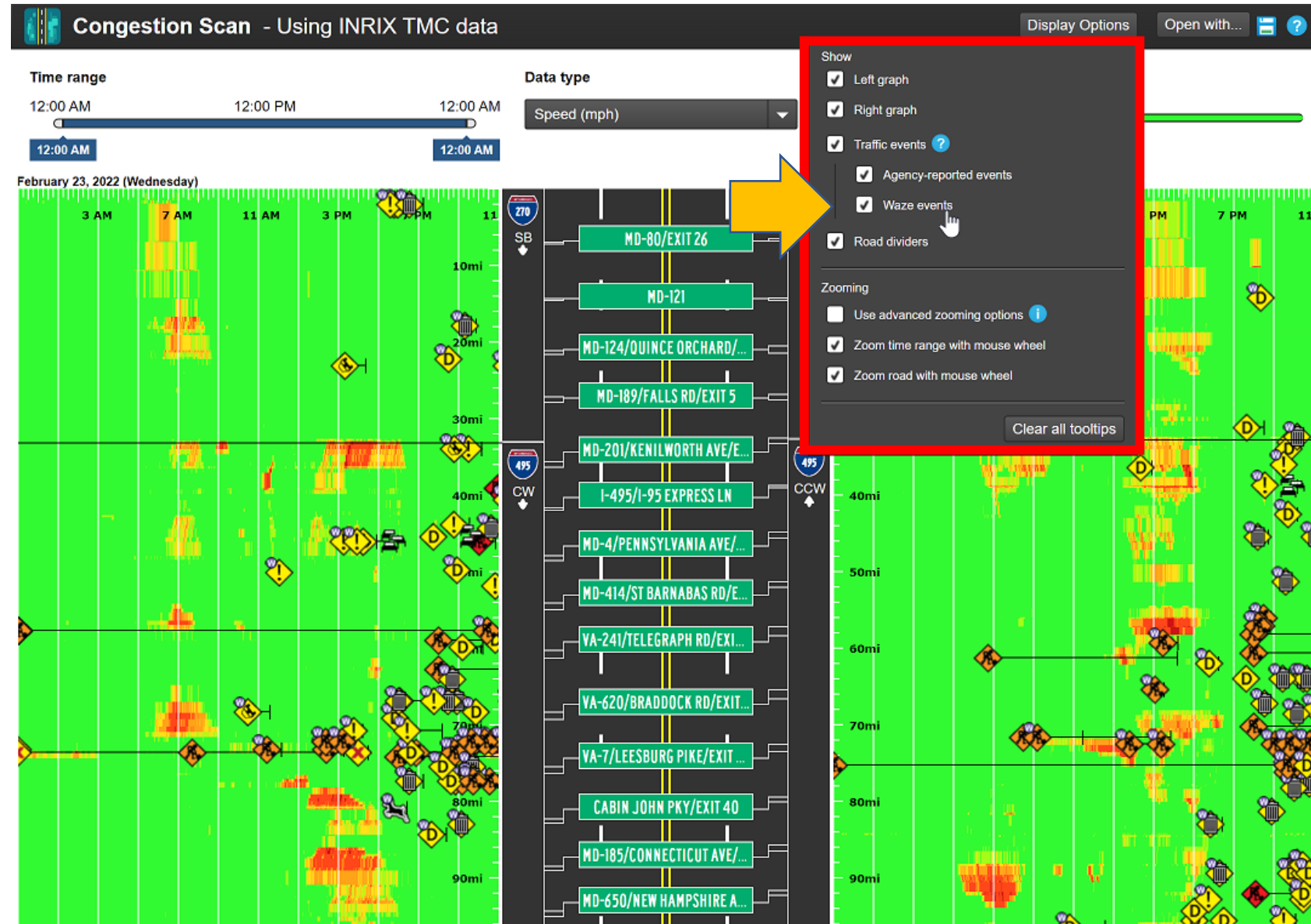
Today we are updating our first batch of tools to support Waze events data: Congestion Scan, Trend Map, and Region Explorer.

Waze events are indicated with a **W** annotation on the icons.

The icons' visibility is optional on all tools and can be toggled in the Display Options.

Waze events have been added to Congestion Scan results alongside agency events.

Keep in mind that events are only included for scans that cover a single day.

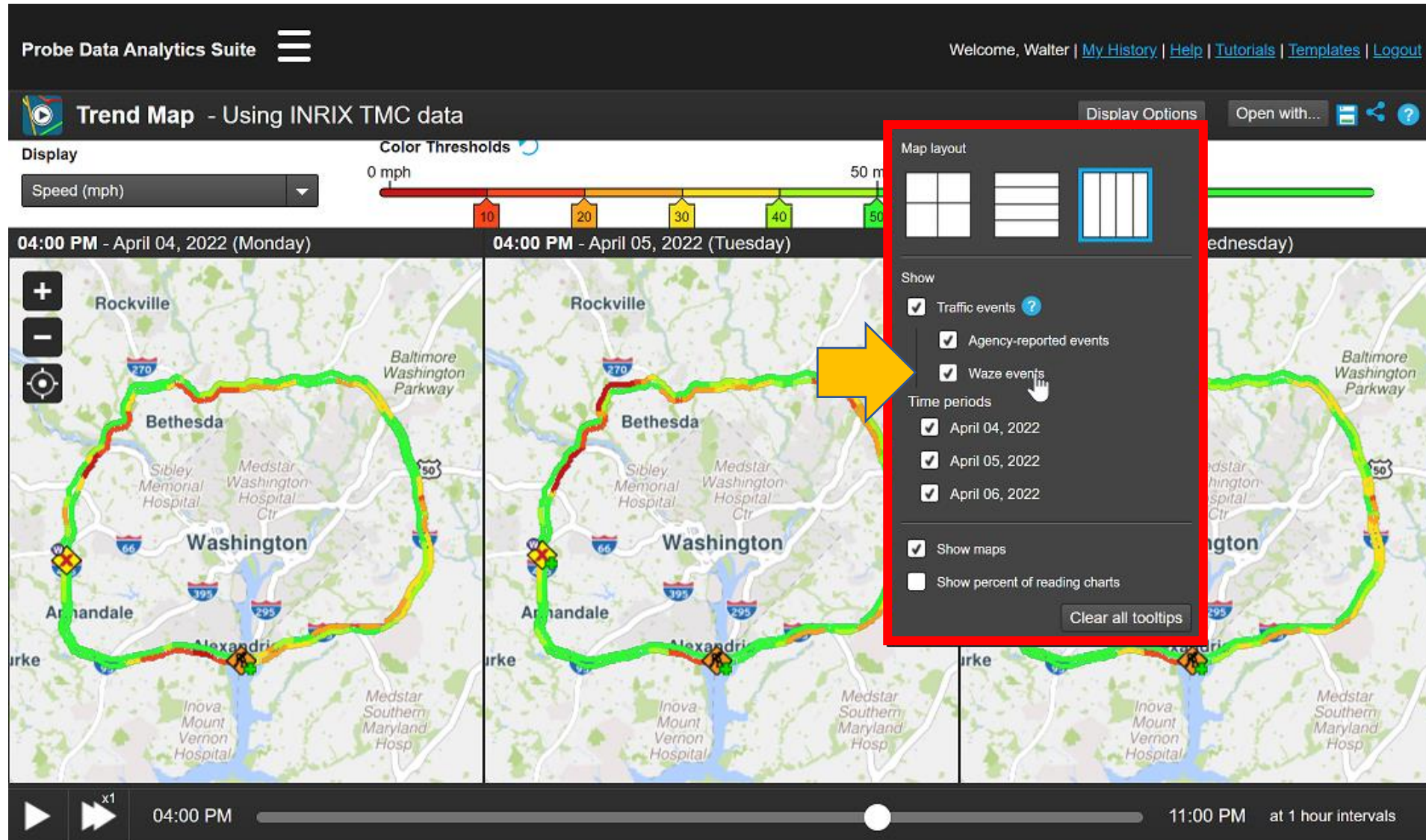


PDA Suite Updates

Waze events have also been added to Trend Map alongside agency events

Like Congestion Scan, events are only included in maps that cover a single day

Use the checkbox to show or hide the Waze events within the Display Options



PDA Suite Updates

A **Reliability Score column** has been added to Region Explorer's table view

Scores range between 0 and 10 with a higher score indicating a more reliable report

Click on the **column header** to sort events based on their reliability score

Region Explorer

+

!

-

Filters

Time selection

Events Legend

Bottleneck and events table

You're looking at real-time data. There are 222 bottlenecks and 37 events.

	Type	Description	Duration	Length (miles)	Reliability score ▼	State	
	Incident	I-678	6 m		10	NY	
	Disabled Vehicle	I-295	4 m		8	NY	
	Disabled Vehicle	COVERT AVE	37 m		7	NY	
	Disabled Vehicle	QNS-MIDTOWN EXPWY LOWER DECK	7 m		7	NY	
	Disabled Vehicle	Cross Island Pkwy in Queens County	7 m		7	NY	
	Disabled Vehicle	I-495	2 m		7	NY	

PDA Suite Updates

Posted Speed Limits

For areas and segment types for which posted speed limit (PSL) values are available, we've added the following new metrics to Performance Charts:

- Congestion: Posted Speed Limit (%)
- Historic average congestion: Posted Speed Limit (%)
- Planning time index: Posted Speed Limit
- Travel time index: Posted Speed Limit



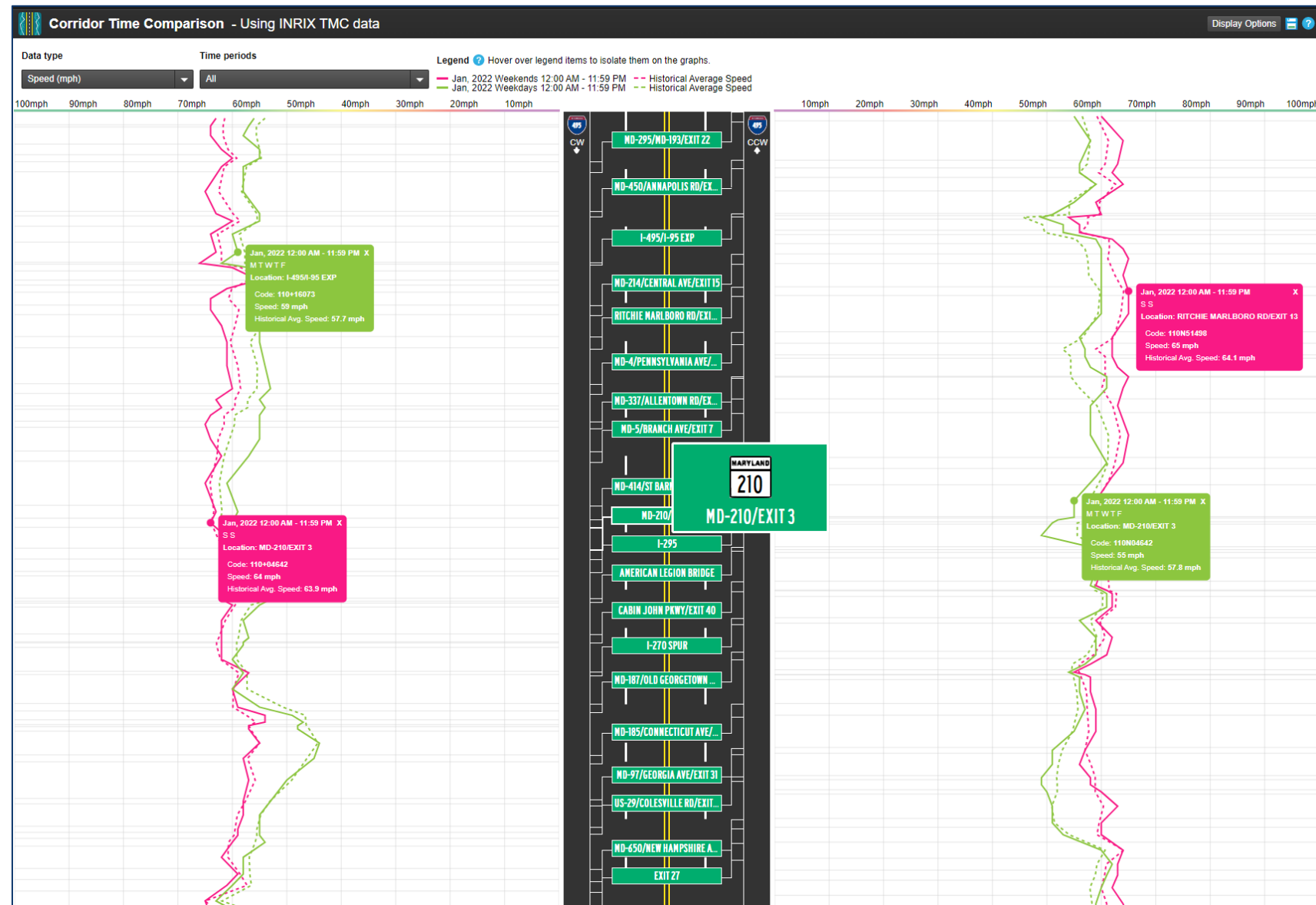
PDA Suite New Tool!

The **Corridor Time Comparison** tool offers a new way to visualize congestion along a particular roadway corridor

CTC displays bi-directional line charts associated with a roadway segment or corridor

You can select up to two date ranges and up to seven hourly ranges for analysis.

In total, the tool can display a maximum of 14 unique dates/hour of day combinations in each direction of travel.



To access CTC's quick reference guide, click [here](#)





Corridor Time Comparison Tool

Charles R. Lattimer, CATT Lab



Corridor Time Comparison (CTC) Tool

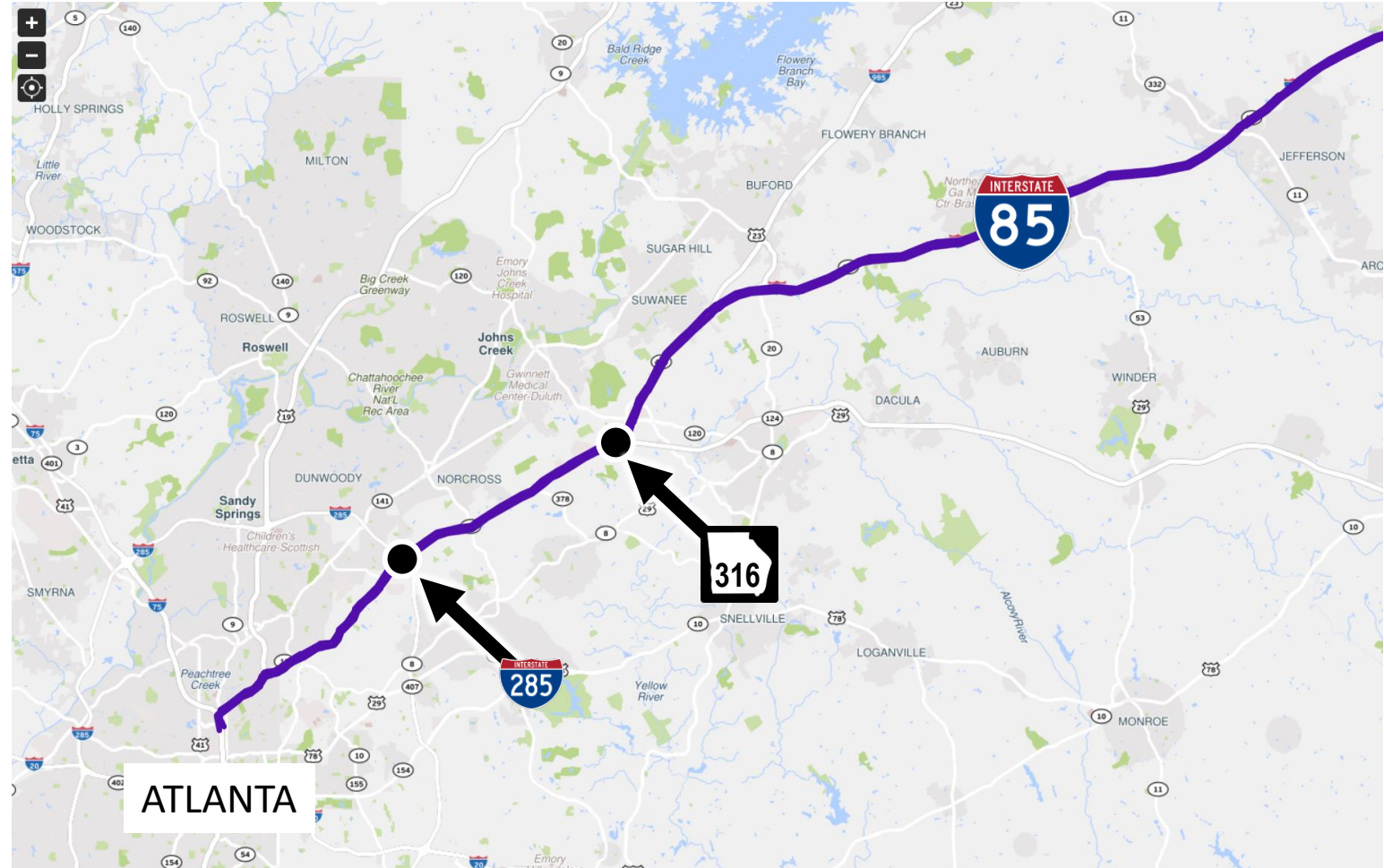
- Released April 5, 2022
- View congestion metrics as a function of location on a road
- Users can compare
 - Up to two (2) date ranges
 - Up to seven (7) hourly ranges
- Available metrics: speed, congestion, travel time index, buffer index, and planning time index



**CORRIDOR TIME
COMPARISON**

Use Case: How has peak hour congestion changed over time?

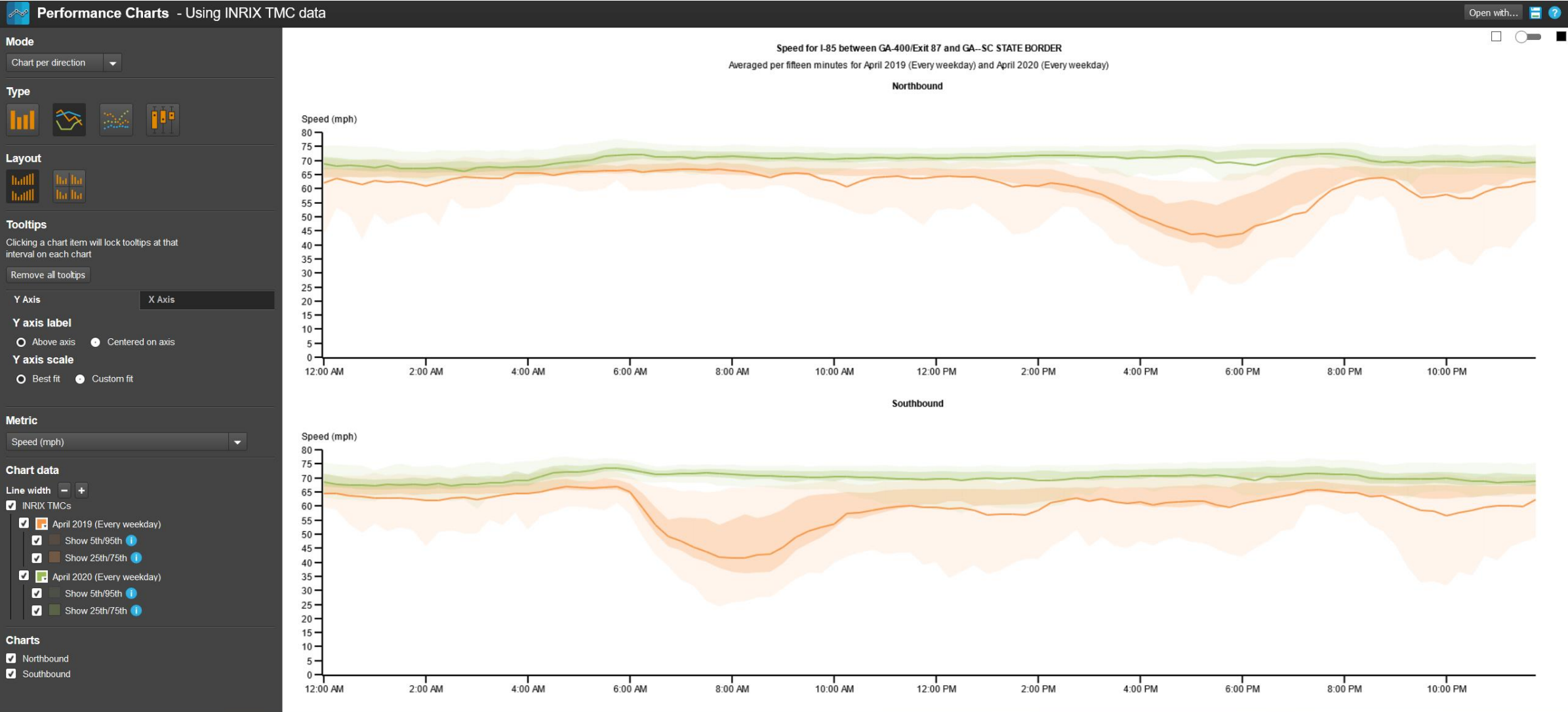
- Location: I-85 north of Atlanta, GA
- Dates: April 2019 vs. April 2020
- Times: AM and PM Peak Periods



Using Congestion Scan...



Using Performance Charts...





Corridor Time Comparison

Corridor Time Comparison allows plotting of the change in various metrics across a contiguous stretch of road to help pinpoint exactly where traffic conditions tend to break down.

1. Select a country

United States ▼

2. Select roads

TMC ▼ segments from HERE ▼

TMC-based roads represent both directions of the same road. You can search for multiple roads, and the results will be stitched together to form a single contiguous visualization of both sides of each road. This is useful for depicting a route that spans multiple roads.

Road Saved [Advanced](#)

Search in Maryland...

3. Select one or more time periods to analyze

Days Months Years

05/03/2022 - through - 05/03/2022

Limit to specific days of week

☒ Sun
 ☒ Mon
 ☒ Tue
 ☒ Wed
 ☒ Thu
 ☒ Fri
 ☒ Sat

+ Add time period

4. Select a time range to analyze within each time period

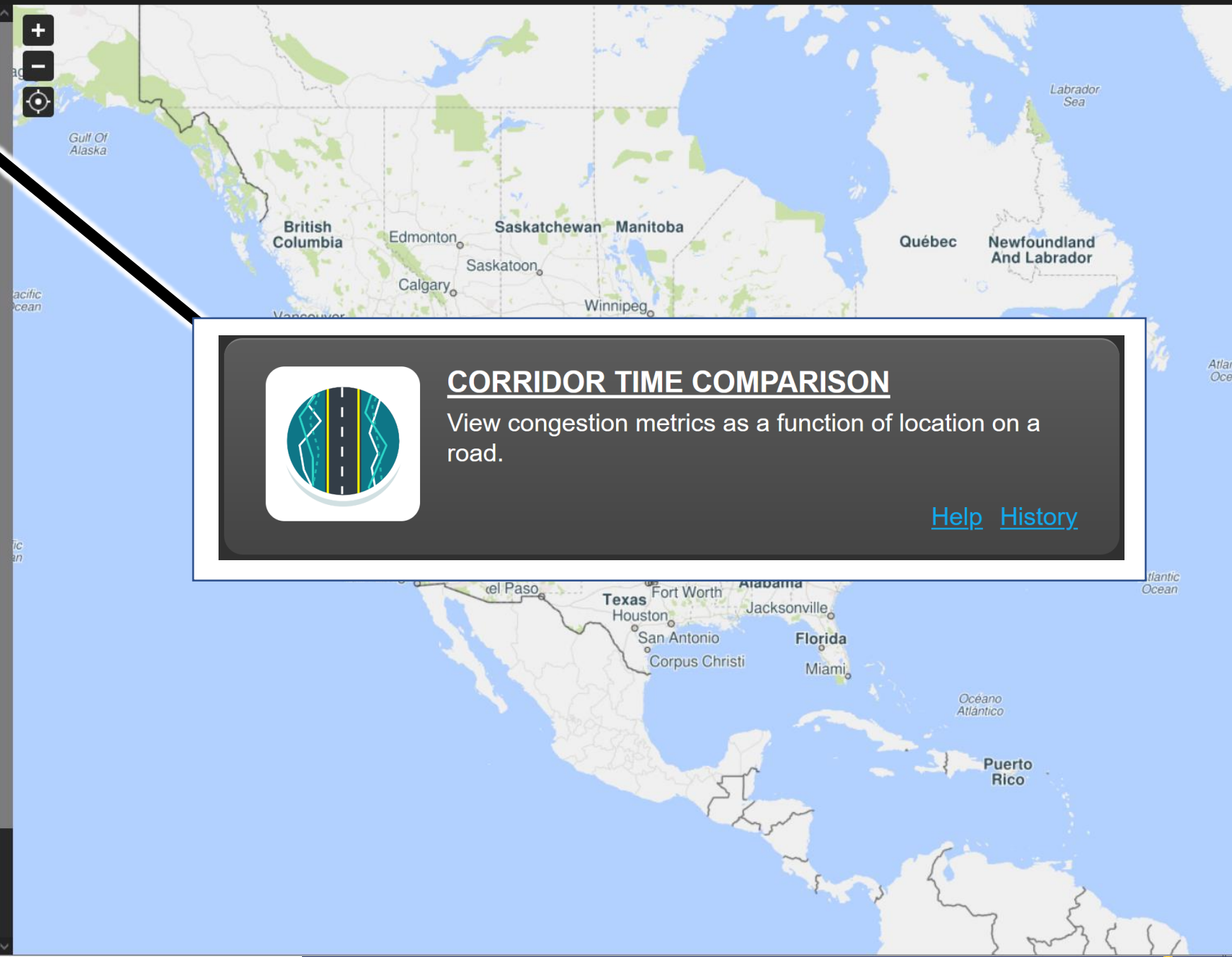
12:00 AM 12:00 PM 12:00 AM

12:00 AM 12:00 AM

+ Add another time range

5. Select data sources

- ☐ INRIX
- ☐ HERE
- ☐ TomTom
- ☐ NPMRDS from INRIX (Passenger vehicles) ?
- ☐ NPMRDS from INRIX (Trucks and passenger vehicles) ?
- ☐ NPMRDS from INRIX (Trucks) ?
- ☐ NPMRDS from HERE (Passenger vehicles) ?
- ☐ NPMRDS from HERE (Trucks and passenger vehicles) ?
- ☐ NPMRDS from HERE (Trucks) ?

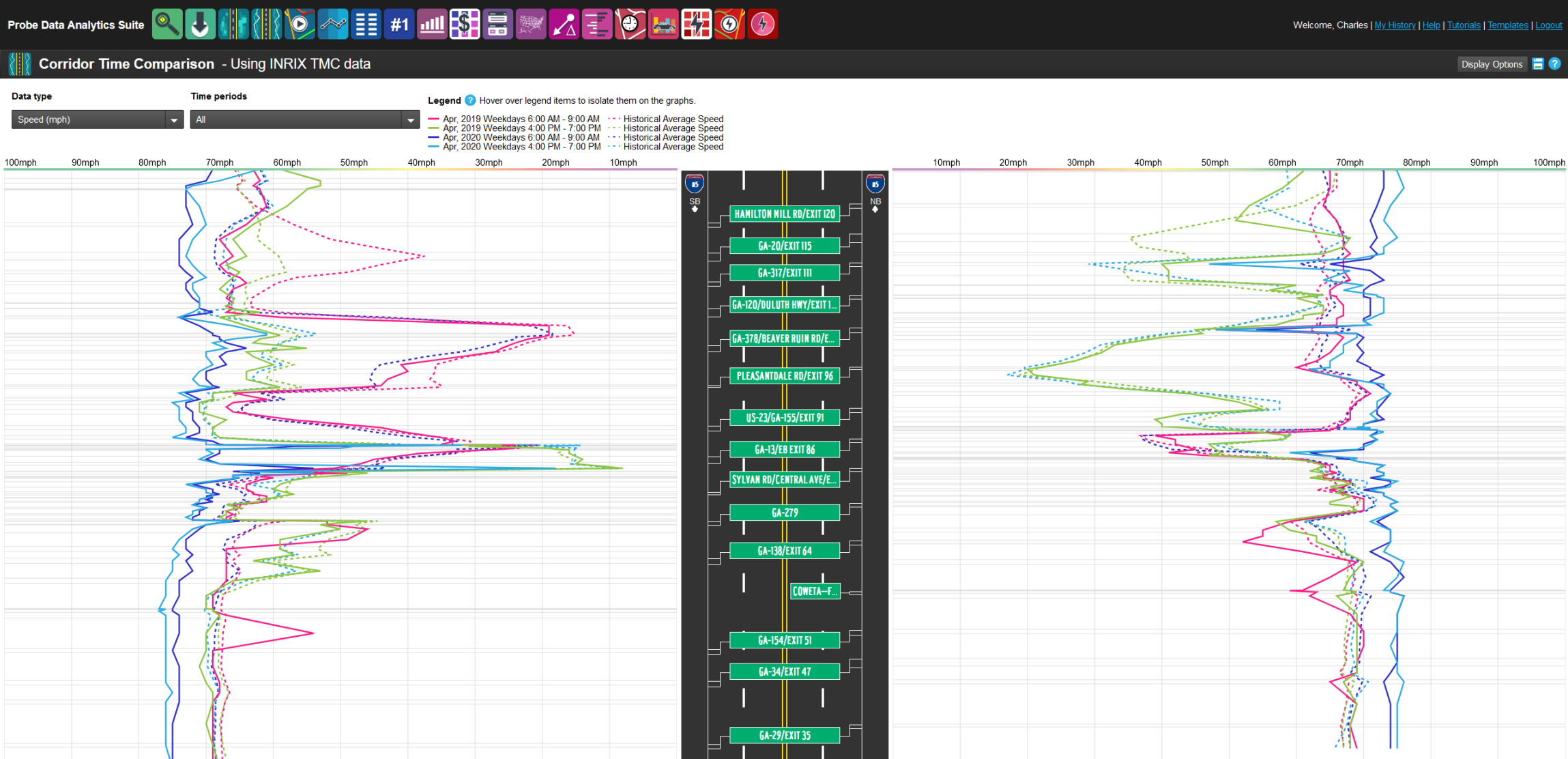


CORRIDOR TIME COMPARISON

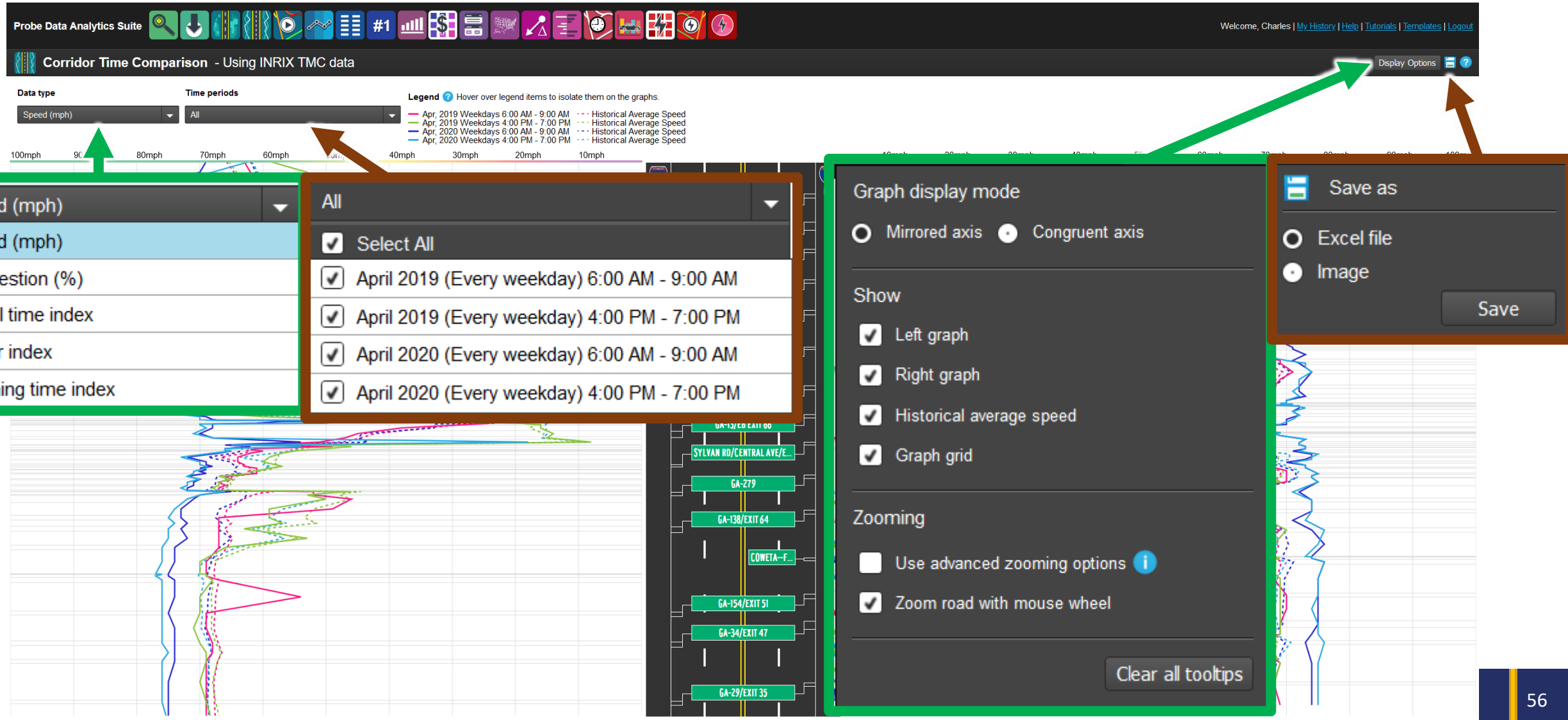
View congestion metrics as a function of location on a road.

[Help](#) [History](#)

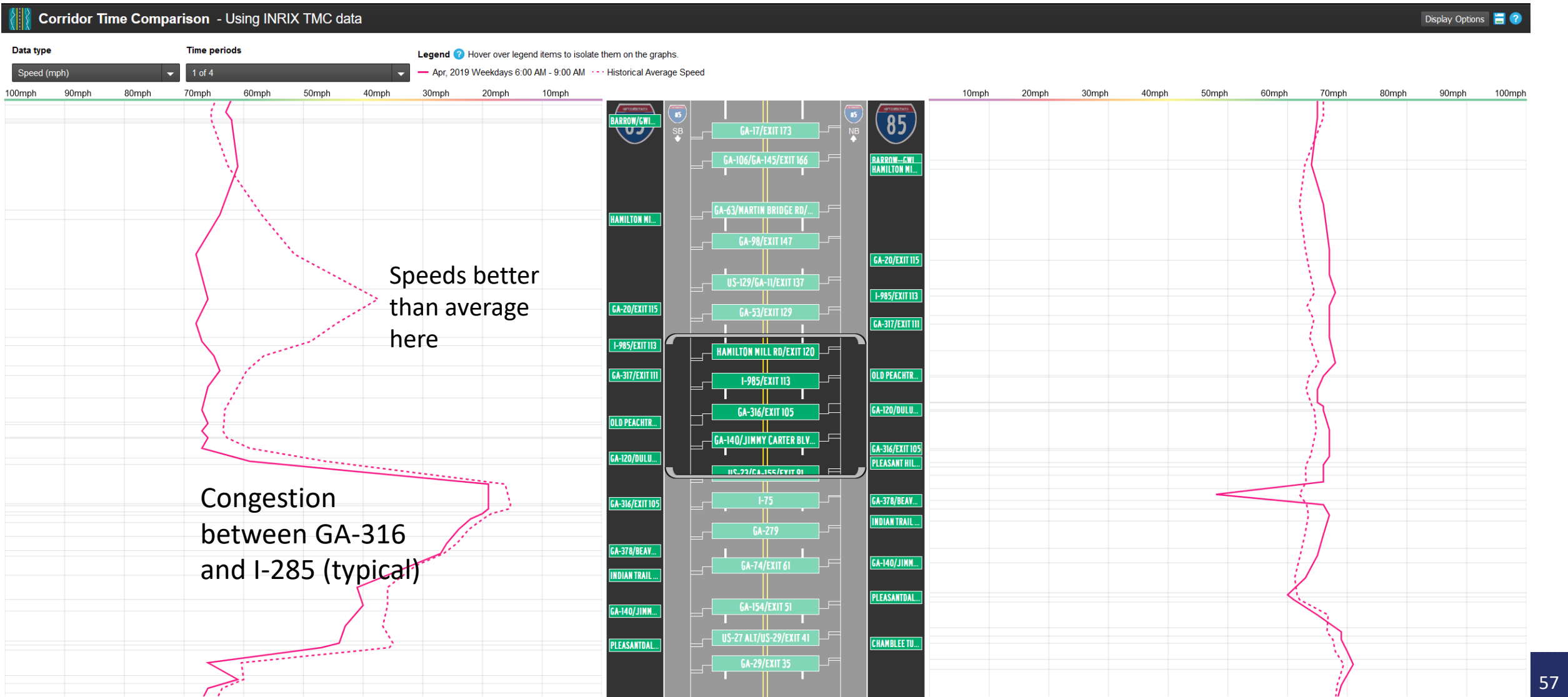
The Corridor Time Comparison



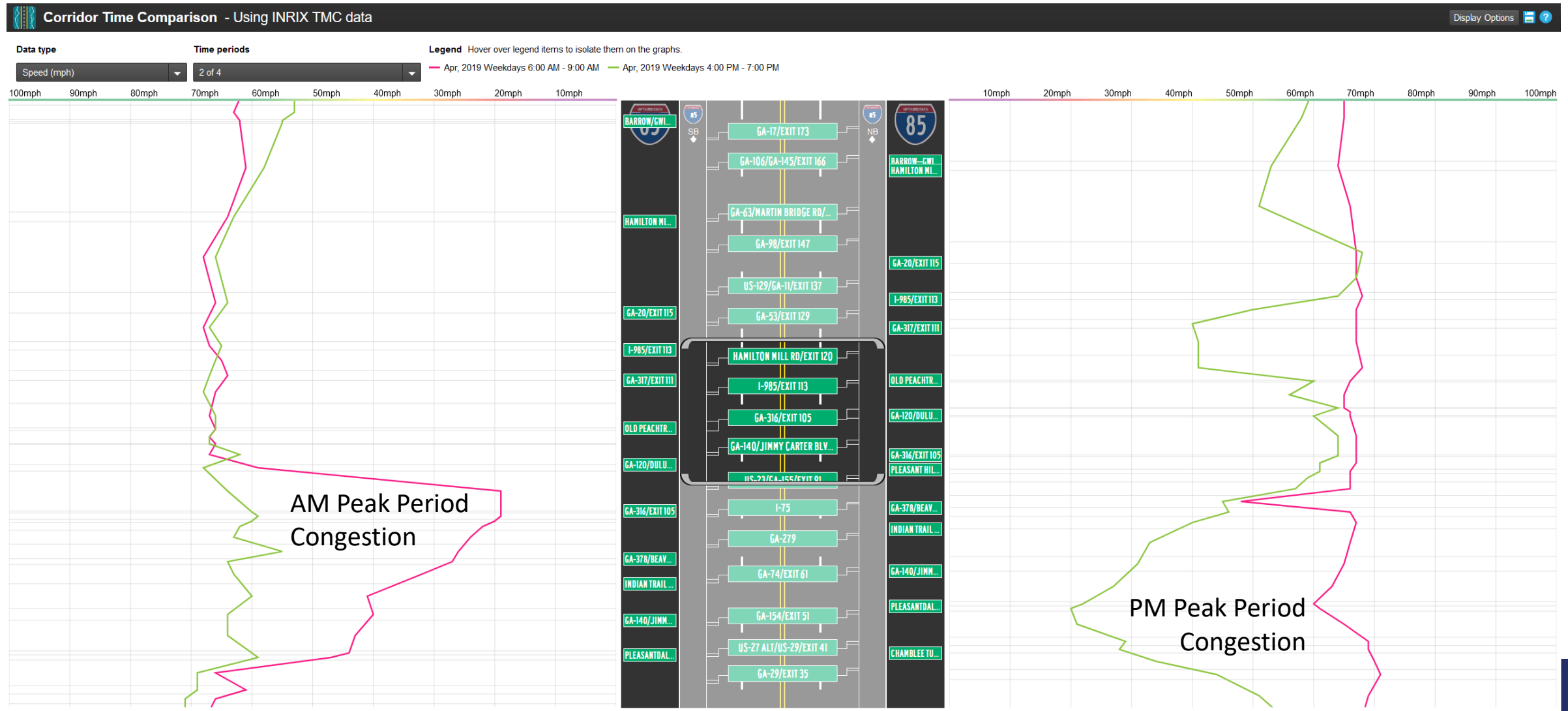
The Corridor Time Comparison



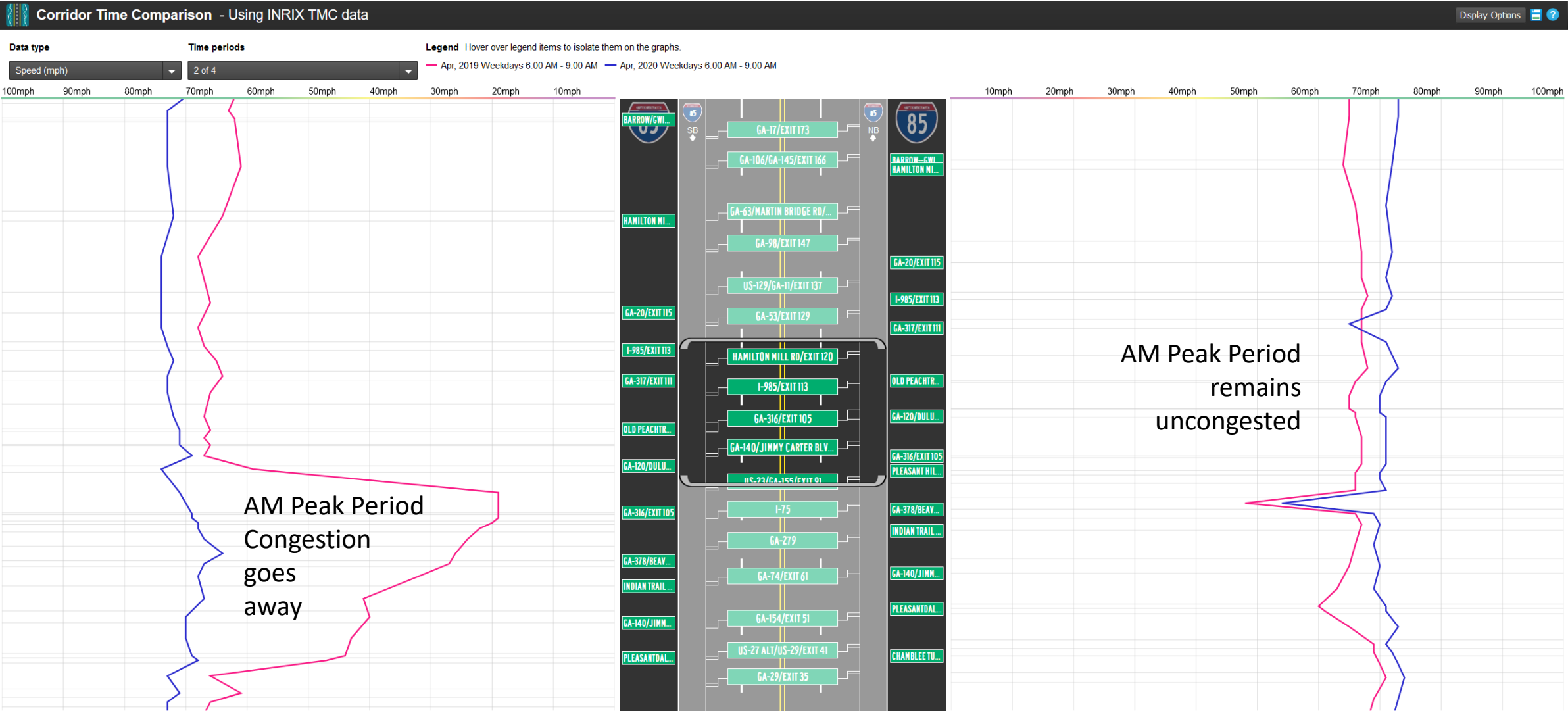
CTC: AM Peak Period (April 2019)



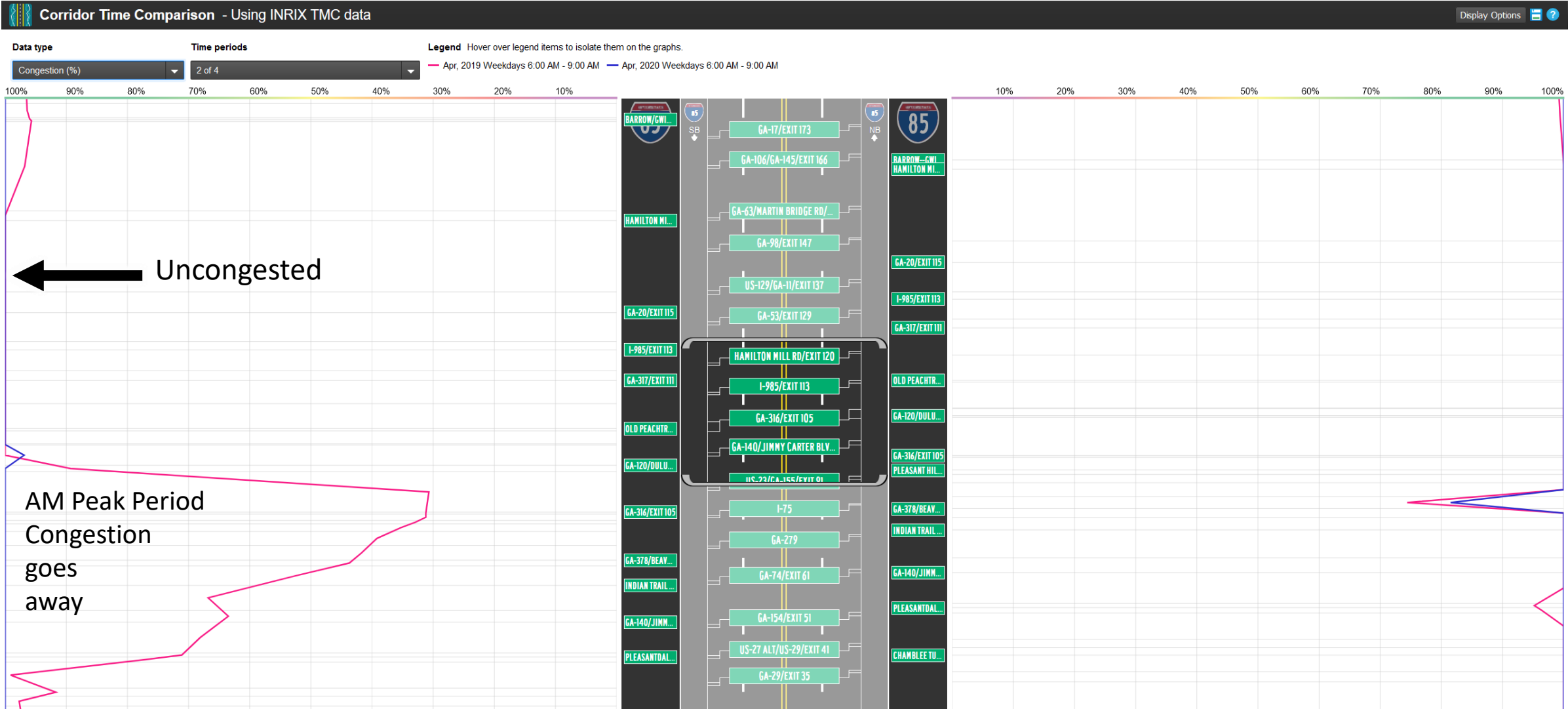
CTC: AM & PM Peak Periods (April 2019)



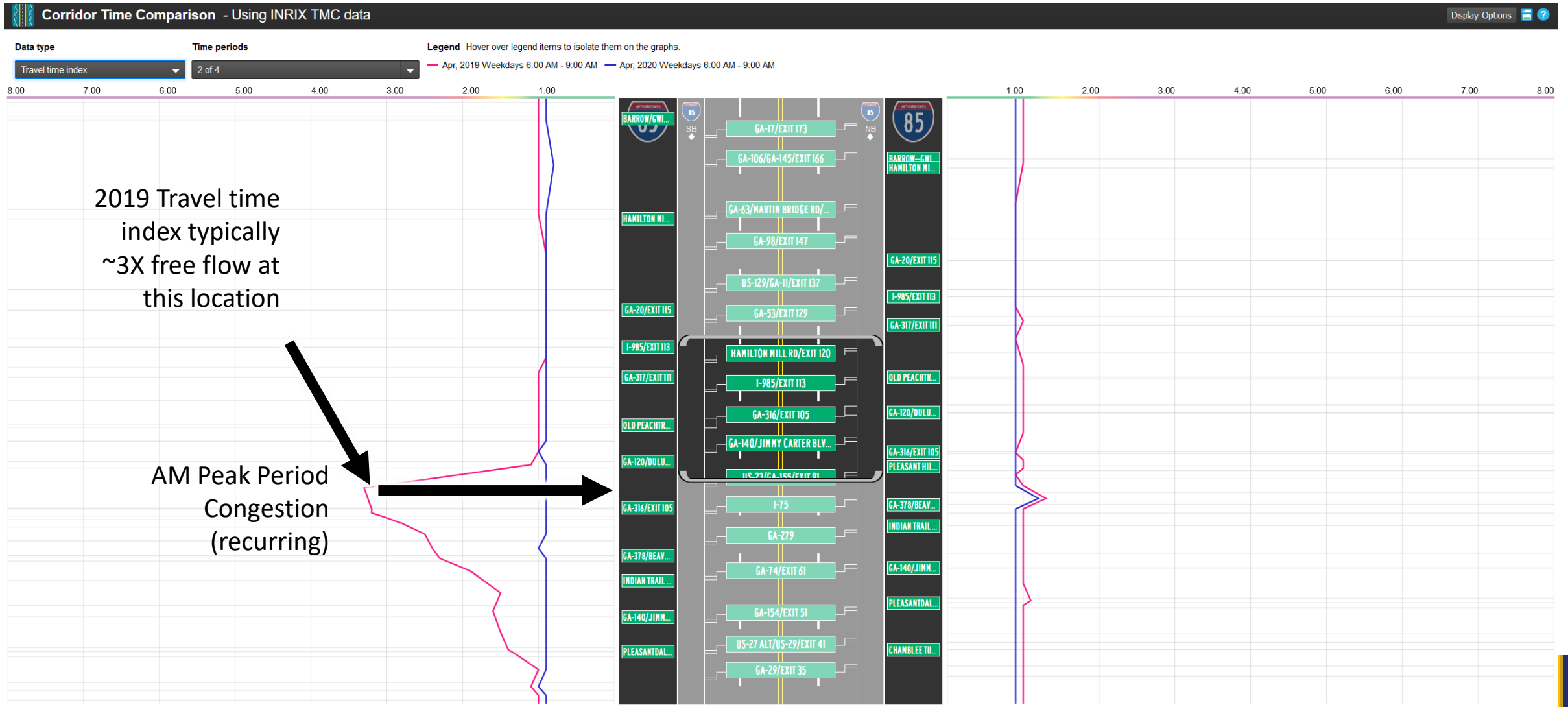
CTC: AM Peak Period (April 2019 vs April 2020)



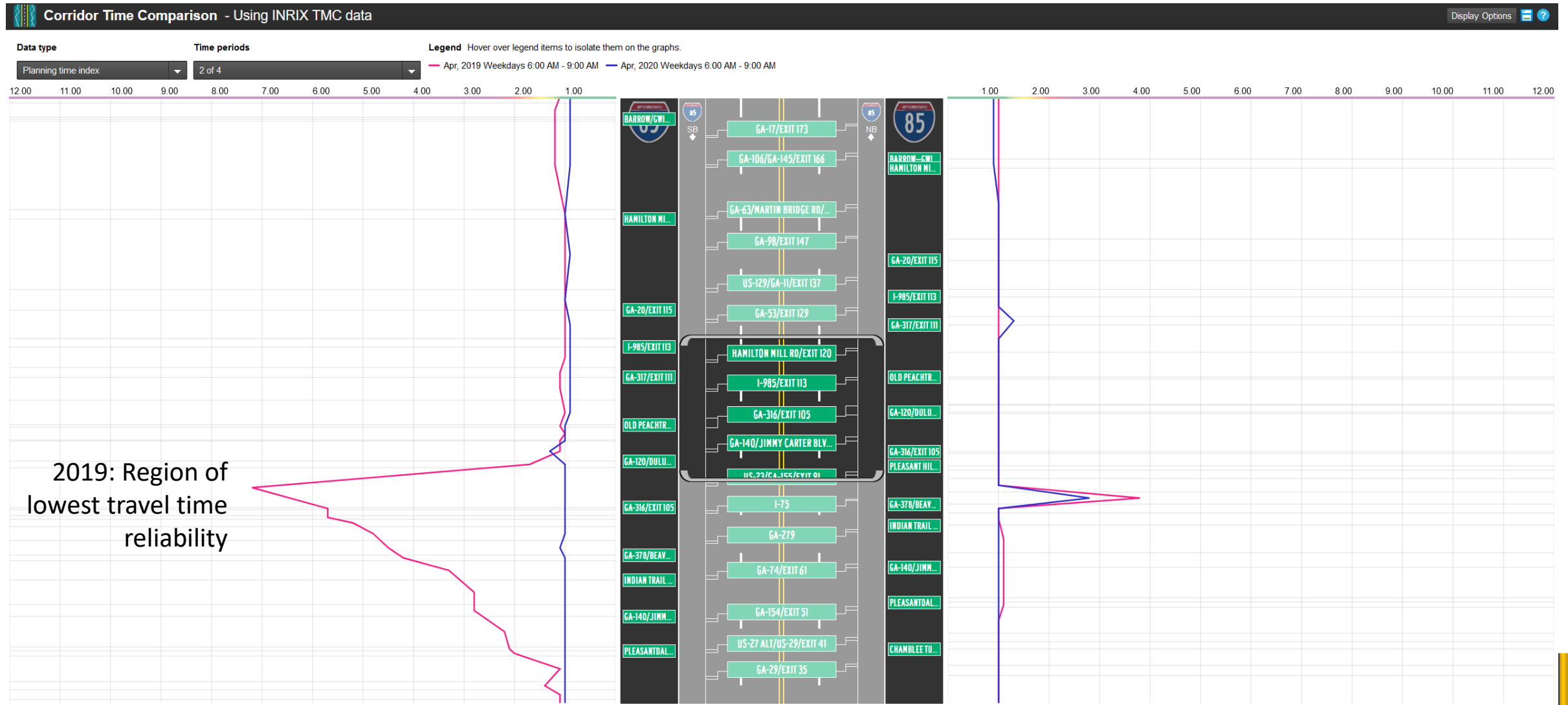
CTC: 2019 vs. 2020 (congestion)



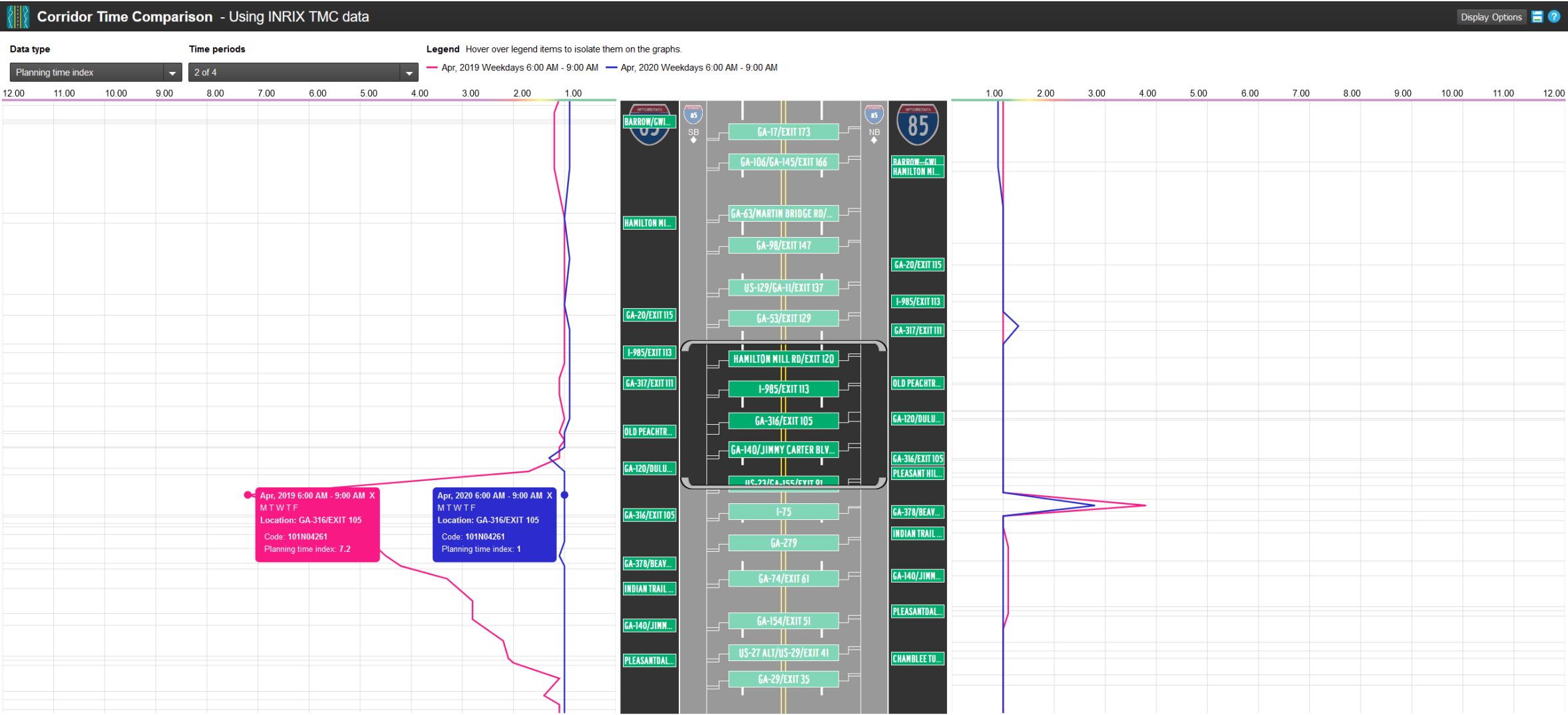
CTC: 2019 vs. 2020 (travel time index)



CTC: 2019 vs. 2020 (planning time index)



CTC: Using Tooltips to Compare Metrics



Corridor Time Comparison (CTC) Tool

- New capabilities and insights
- Compliments existing PDA tools, like Congestion Scan and Performance Charts
- Questions?



**CORRIDOR TIME
COMPARISON**



Trip Analytics



Trip Analytics Updates



Option 1

Do not bound the study area.



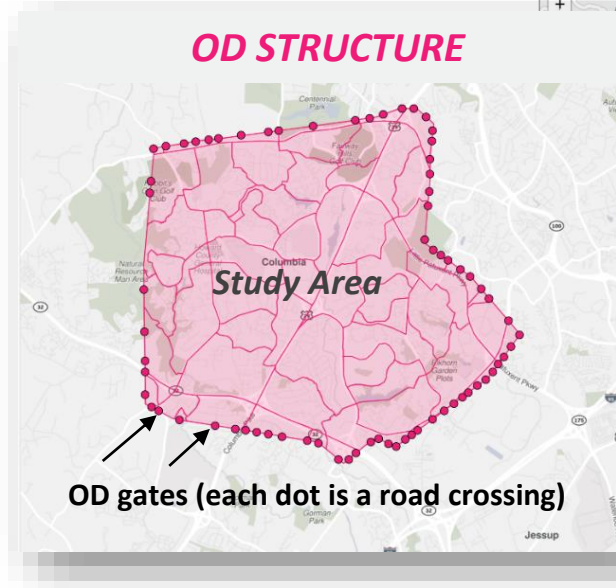
Option 2

Use the data set's base geography to bound the study area.



Option 3

Use a custom geography to bound the study area.



Route Map

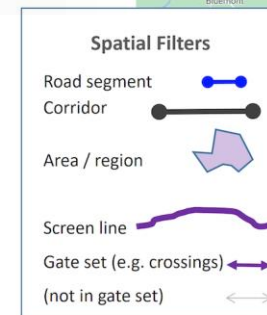
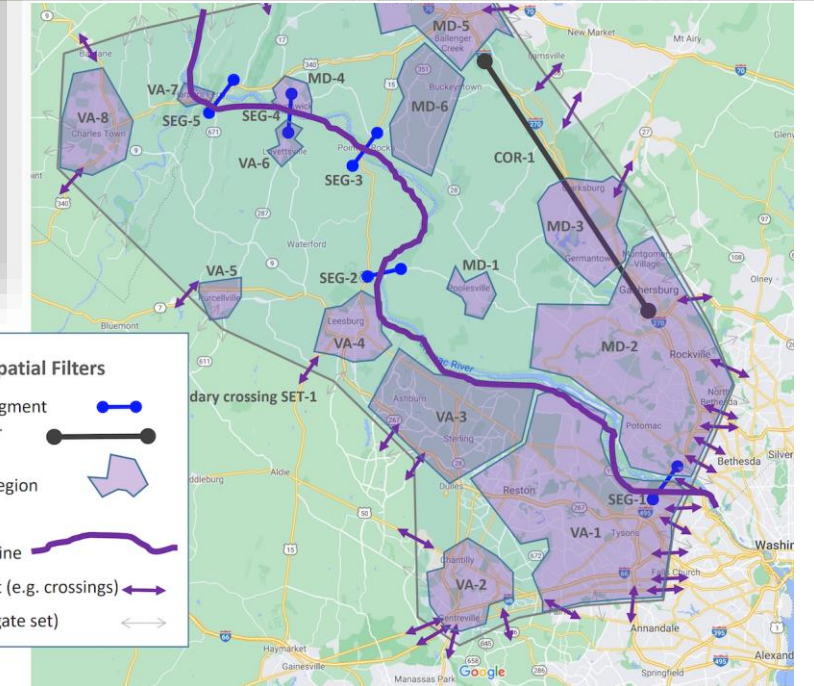
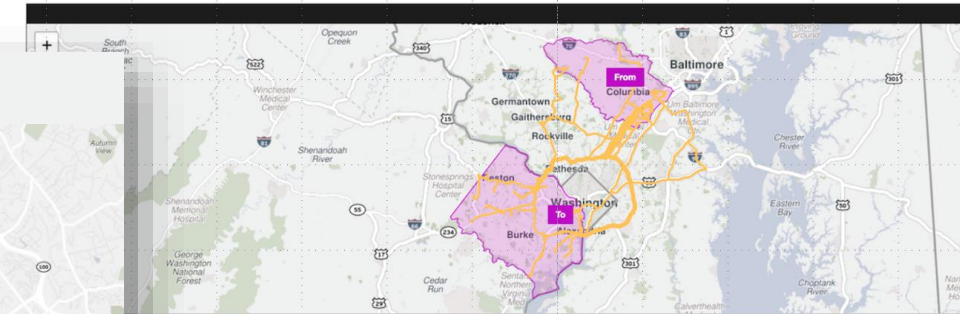
Using the Maryland I-95 only after 2019 data set

Spatial Filter: 6 areas in Maryland (Freight-only after 2019) Data Set

Temporal Filter: 3/1/2021 - 7/31/2021, 6:00 AM - 11:00 AM, M T W T F

Vehicle Class Filter: Medium and Heavy

Map	Rank	Route	# of Trips	Medium Vehicles	Heavy Vehicles	Length	Travel Time	Avg TT	Min
<input checked="" type="checkbox"/>	1	Rappahannock Avenue, Assateague Drive, Pocomoke Drive, Waterloo Road, MD 175, Rouse Parkway, MD	227	184	43	51 mi	58 m	59 m	34
<input checked="" type="checkbox"/>	2	Assateague Drive, Pocomoke Drive, Waterloo Road, MD 175, Rouse Parkway, MD 175, I 95, I 95, Cap	190	160	30	42 mi	57 m	59 m	38
<input checked="" type="checkbox"/>	3	Assateague Drive, Pocomoke Drive, Waterloo Road, MD 175, Rouse Parkway, MD 175, I 95, I 95, Cap	76	62	14	41 mi	52 m	52 m	30
<input checked="" type="checkbox"/>	4	Assateague Drive, Pocomoke Drive, Waterloo Road, MD 175, Rouse Parkway, MD 175, I 95, I 95, Pow	70	70	0	37 mi	56 m	58 m	45
<input checked="" type="checkbox"/>	5	I 95, Capital Beltway, I 95, I 495, Baltimore-Washington Parkway, Anacostia Freeway, MD 201, Kenilworth /	68	67	1	30 mi	42 m	45 m	29
<input checked="" type="checkbox"/>	6	Assateague Drive, Washington Boulevard, US 1, Rouse Parkway, MD 175, I 95, I 95, Capital Beltway,	62	59	3	42 mi	1 h 02 m	1 h 02 m	42
<input checked="" type="checkbox"/>	7	Maier Road, Washington Boulevard, US 1, Baltimore Avenue, US 1, Edgewood Road, Capital Beltway, I 95	56	54	2	39 mi	1 h 05 m	1 h 06 m	48
<input checked="" type="checkbox"/>	8	Conowingo Avenue, Assateague Drive, Pocomoke Drive, Waterloo Road, MD 175, Rouse Parkway, MD 17	55	53	2	45 mi	50 m	51 m	36
<input checked="" type="checkbox"/>	9	All Saints Road, Scaggsville Road, MD 216, I 95, Capital Beltway, I 495, American Legion Bridge, I 495, Arl	53	51	2	38 mi	53 m	52 m	38
<input checked="" type="checkbox"/>	10	Guilford Road, Dorsey Run Road, Patuxent Freeway, MD 32, Baltimore-Washington Parkway, Capital Belt	50	50	0	47 mi	55 m	57 m	33
Total			5762	5357	395				



Beta Testing with Users On-going

<https://trips.ritis.org/new>





Signal Analytics Updates

When viewing query results, we've significantly expanded options for filtering the intersection table.

Filtering options are now added one at a time, instead of being selected from a long list.

To add filters, first pick the column that you want to filter on from the drop-down menu, then type your filtering constraints.

In this example, the user is filtering the table to show only thorough movements in the eastbound and westbound directions.

The screenshot displays the 'Filter Table' interface. At the top right, it says 'Filters (2)'. Below this, there's a 'Clear all filters' button. The interface is divided into two sections. The first section is for the 'Approach' column, with a 'Contains' dropdown menu. Below this, there are two input fields: 'east' and 'west', each with a red box around it. To the right of these fields are 'or' and '+' buttons. The second section is for the 'Movement' column, also with a 'Contains' dropdown menu. Below this, there is an input field with the text 'through', also highlighted with a red box, and a '+' button to its right. At the bottom right, there is a green button labeled '+ Add another constraint'.



RITIS Signal Analytics

Overview and Development Preview

Charles R. Lattimer, CATT Lab



Overview of RITIS Signal Analytics




Brief Introduction to RITIS Signal Analytics

- Generates traffic signal performance measures based on high-resolution probe data (no roadside infrastructure!)
- Quick and simple to implement
- Scalable from local to statewide level



Selecting Intersections

Signal Analytics



Intersection Analysis

Analyze statistics on the number of vehicles that have passed through intersections to identify issues with signal timing.

- Select intersections by road name or directly from the map**

Select a region: Rhode Island

Use the controls on the map to define your intersection set. Controls with a "+" allow you to add intersections while controls with a "-" allow you to remove intersections from your selection.

Road

+ Add intersections
- Create a time period to analyze**

02/22/2022 - through - 02/22/2022

+ Add another date range
- Select days of week**

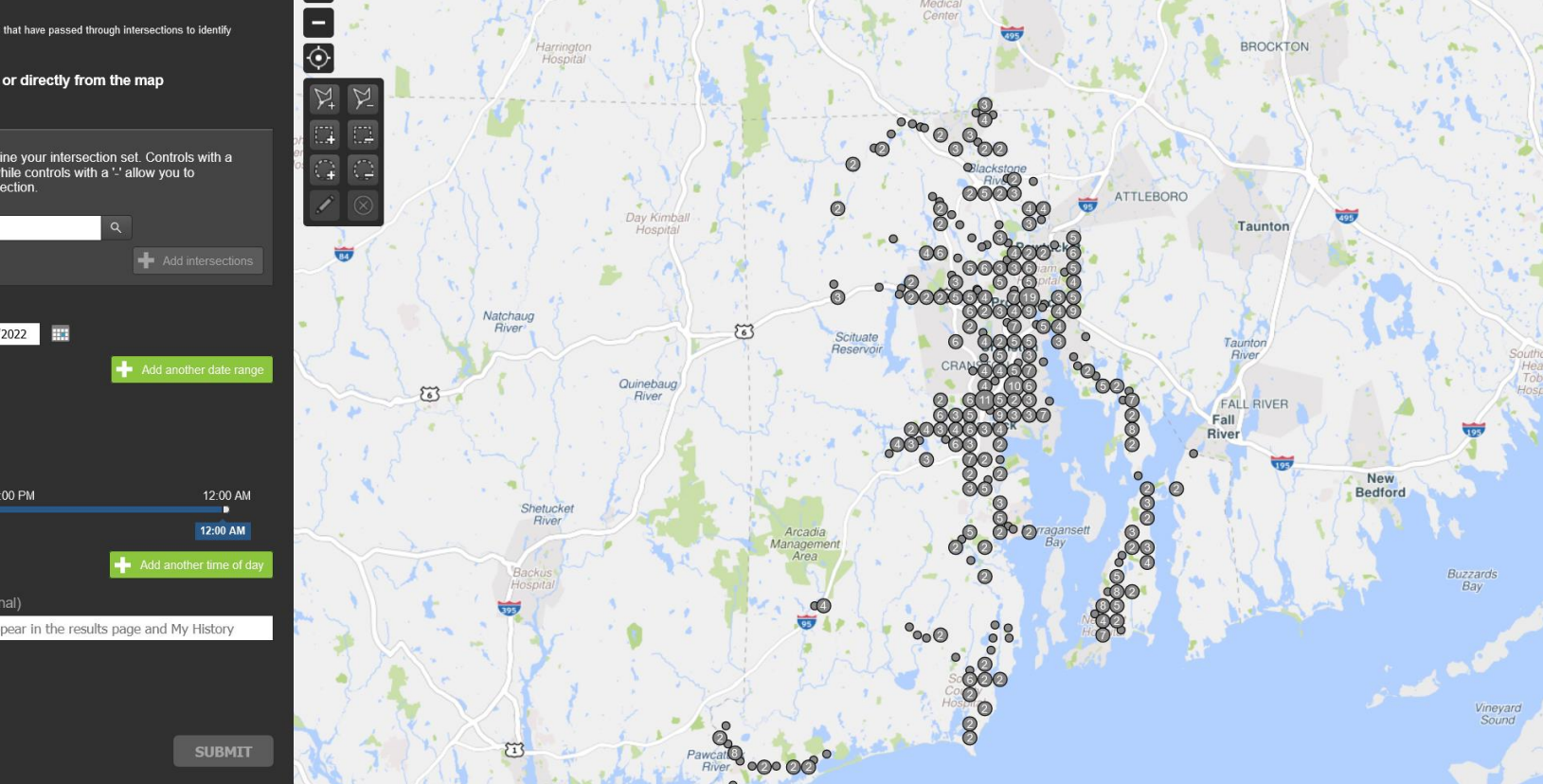
Sun Mon Tue Wed Thu Fri Sat
- Select time of day**

12:00 AM 12:00 PM 12:00 AM

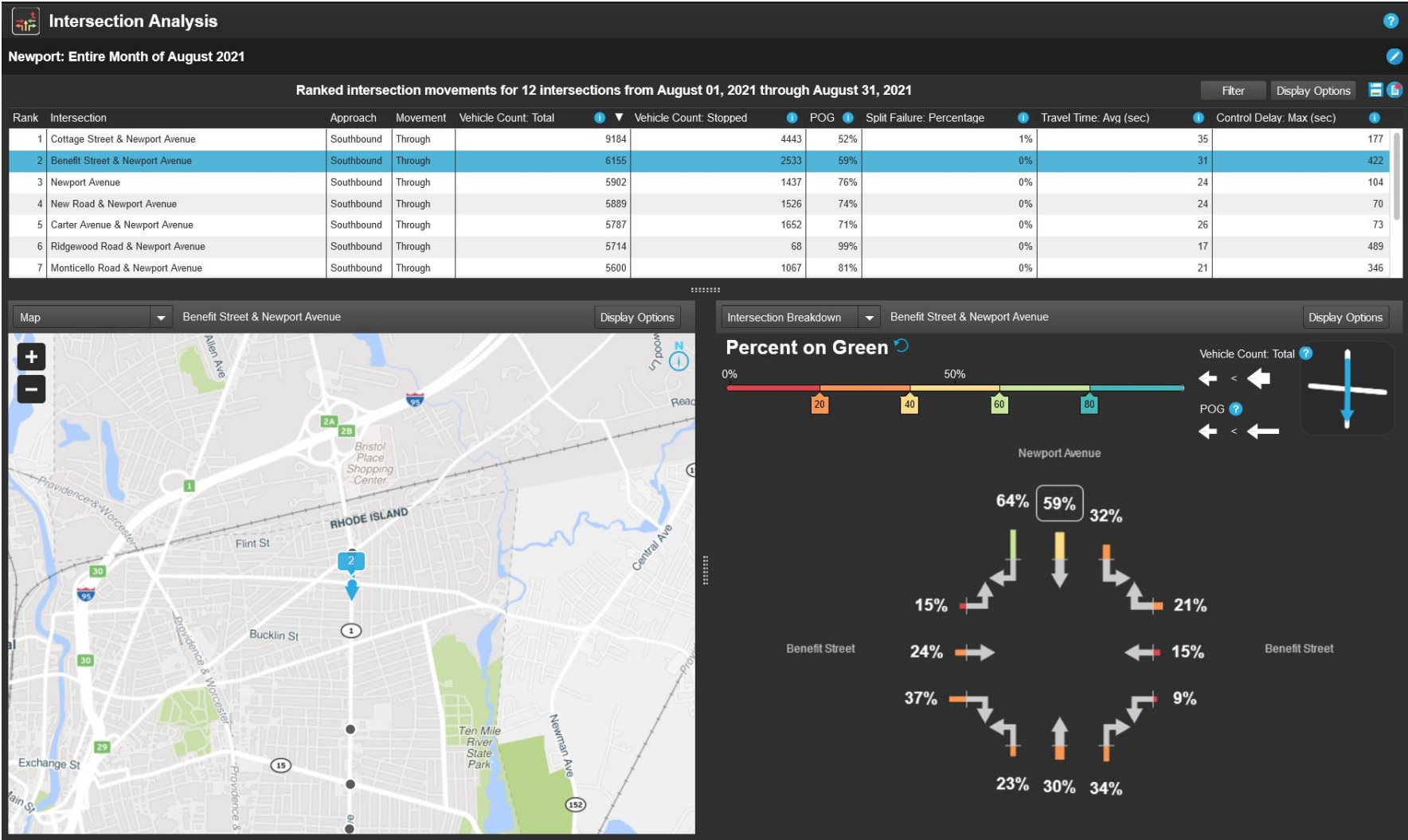
+ Add another time of day
- Provide a title for this report (optional)**
- Notes (optional)**

+ Add notes

SUBMIT



Intersection Analysis



Users Can Filter Data in Table to Rank Signals on a Corridor

Intersection Analysis

Maryland Statewide Mar 2022

Ranked intersection movements for 289 intersections from March 01, 2022 through March 31, 2022 (Every weekday) from 4 PM to 7 PM

Rank	Intersection	Approach	Movement	Vehicle Count: Total	Vehicle Count: Stopped	POG	Split Failure: Count	Travel Time: Avg (sec)	Travel Time: Max (sec)
1	Crain Highway	Eastbound	Through	4185	211	95%	0	13	52
2	Leonardtown Road & Pika Drive	Eastbound	Through	3934	604	85%	0	20	363
3	Ocean Gateway & College Drive	Eastbound	Through	3751	887	76%	0	21	123
4	Crain Highway & Vfw Road	Eastbound	Through	3542	1533	57%	0	41	100
5	Ocean Gateway & Bucktown Road	Eastbound	Through	3149	500	84%	0	16	66
6	Ocean Gateway & Woods Road	Eastbound	Through	2911	826	72%	0	24	97
7	Ocean Gateway & Church Creek Road	Eastbound	Through	2858	1306	54%	0	27	83
8	Ocean Gateway & Walston Switch Road	Eastbound	Through	2715	1040	62%	1	35	434
9	Landover Road	Eastbound	Through	2700	829	69%	0	24	69

Filter Table

Column: Approach

Contains: East

Column: Movement

Contains: Through

+ Add another constraint

Map

Ocean Gateway & College Drive

Intersection Breakdown

Ocean Gateway & College Drive

Percent on Green

0% 50% 100%

20 40 60 80

Centreville Road

94% 33% 17%

5% 5% 5%

76% 70%

83% 17%

97%

Users Can Download Data as a CSV File

Intersection Analysis

Rhode Island: Newport Ave.

Ranked intersection movements for 12 intersections from August 01, 2021 through August 31, 2021 (Every weekday) from 4 PM to 5 PM

Rank	Intersection	Approach	Movement	Vehicle Count: Total	Vehicle Count: Stopped	POG	Split Failure: Count	Travel Time: Avg (sec)	Travel Time: Max (sec)	Approach Speed: Avg (mph)	Control Delay: Avg (sec)	Control Delay: Max (sec)
1	Ridgewood Road & Newport Avenue	Southbound	Through	316	4	99%	0	17	49	33	4	36
2	Ridgewood Road & Newport Avenue	Northbound	Through	364	5	99%	0	17	49	34	4	36
3	Waterman Street & Newport Avenue	Northbound	Right	17	2	88%	0	25	43	31	6	24
4	Waterman Street & Newport Avenue	Northbound	Through	330	0	87%	0	20	124	34	8	112
5	Newport Avenue & Ferris Avenue	Southbound	Through	319	0	87%	0	22	221	31	8	207
6	Newport Avenue & Ferris Avenue	Northbound	Right	6	0	87%	0	32	50	24	12	30
7	Newport Avenue & Parkview Drive	Southbound	Right	12	0	87%	0	26	36	29	7	16
8	Waterman Street & Newport Avenue	Southbound	Right	12	0	87%	0	30	66	28	10	46

Map

Newport Avenue & Cottage Street

Intersection Breakdown

Newport Avenue & Cottage Street

Split Failure: Percentage

Vehicle Count: Total

Split Failure: Percentage

0%

6%

33%

40%

43%

38%

0%

0%

Opening Intersection Analysis for from August 01, 2021 through August ...

You have chosen to open:

...021 (Every weekday) from 4 PM to 5 PM (12 intersections).csv

which is: Microsoft Excel Comma Separated Values File (66.8 KB)

from: blob:

What should Firefox do with this file?

☒ Open with Excel (default)


☐ Save File

☐ Do this automatically for files like this from now on.

OK


Cancel


My History Page
















































Signal Analytics

Welcome, Charles | [My History](#) | [Help](#) | [Templates](#) | [Logout](#)

All

 Intersection Analysis Reports

 Favorites

STATUS	REPORTS	▼ DATE CREATED	NOTES	FAVORITES
 Errored	 694 intersections Open report			
 Completed	 Newport: Entire Month of August 2021  13 intersections Open report	Sep 29, 2021 10:33 AM	August 2021, all days and times. This is an example of the ability to create a detailed note describing the report and what I found. The... Show more 	
 Completed	 Case Study 2: McNeil/Spicewood  8 intersections and 6 intersections Open report	Sep 29, 2021 09:49 AM	After= 8/30/21 to 9/10/21, midday 10:00AM to 2:00PM, weekday	
 Started	 Case Study 2: McNeil/Spicewood  8 intersections and 6 intersections Open report	Sep 29, 2021 09:48 AM	Before = 5/2/21 to 5/13/21, midday 10:00AM to 2:00PM, weekday	
 Started	 Use Case 1: All County  55 intersections Open report	Sep 28, 2021 07:34 PM		
 In-Progress	 Washington County, OR: Use Case 1  1 intersection Open report	Sep 27, 2021 01:43 PM	After (8/13/21 - 9/02/21)	
 In-Progress	 Washington County, OR: Use Case 1  1 intersection Open report	Sep 27, 2021 01:42 PM	Before (7/22/21 - 8/11/21)	
 In-Progress	 Washington County, OR: Use Case 0  1 intersection Open report	Sep 27, 2021 01:38 PM	After (7/19/21 - 7/29/21)	
 In-Progress	 Washington County, OR: Use Case 0  1 intersection Open report	Sep 27, 2021 01:37 PM	Before (7/19/21 - 7/29/21)	
 Expired	 Rhode Island: Newport Ave.  13 intersections Run this again	Sep 09, 2021 03:48 PM	Newport Ave: 11:00 PM to 12:00 AM, weekdays	
 Expired	 Rhode Island: Newport Ave.  13 intersections Run this again	Sep 09, 2021 03:48 PM	Newport Ave: 10:00 PM to 11:00 PM, weekdays	
 Expired	 Rhode Island: Newport Ave.  13 intersections Run this again	Sep 09, 2021 03:47 PM	Newport Ave: 9:00 PM to 10:00 PM, weekdays	



In the
Pipeline...



More Data Fields

Table Columns

- ☐ All Columns
 - ☒ Rank
 - ☒ Intersection
 - ☐ Intersection ID
 - ☐ Latitude
 - ☐ Longitude
 - ☒ Approach
 - ☐ Approach ID
 - ☒ Movement
 - ☐ Movement ID
- ☐ Vehicle Count
 - ☒ Total Vehicle Count
 - ☒ Stopped Vehicle Count
 - ☐ Through Vehicle Count
- ☐ Estimated Volume
 - ☐ Total Estimated Volume
 - ☐ Stopped Estimated Volume
 - ☐ Through Estimated Volume

- ☒ Percent Arrival On Green (POG)
- ☒ Turn Percentage
- ☐ Split Failure
 - ☒ Split Failure Percentage
 - ☒ Split Failure Count
 - ☐ Split Failure Estimated Volume
- ☒ Level of Service (LOS)
- ☐ Travel Time
 - ☒ Average Travel Time
 - ☐ Median Travel Time
 - ☐ Minimum Travel Time
 - ☒ Maximum Travel Time
 - ☐ 5% Travel Time
 - ☐ 25% Travel Time
 - ☐ 75% Travel Time
 - ☐ 95% Travel Time

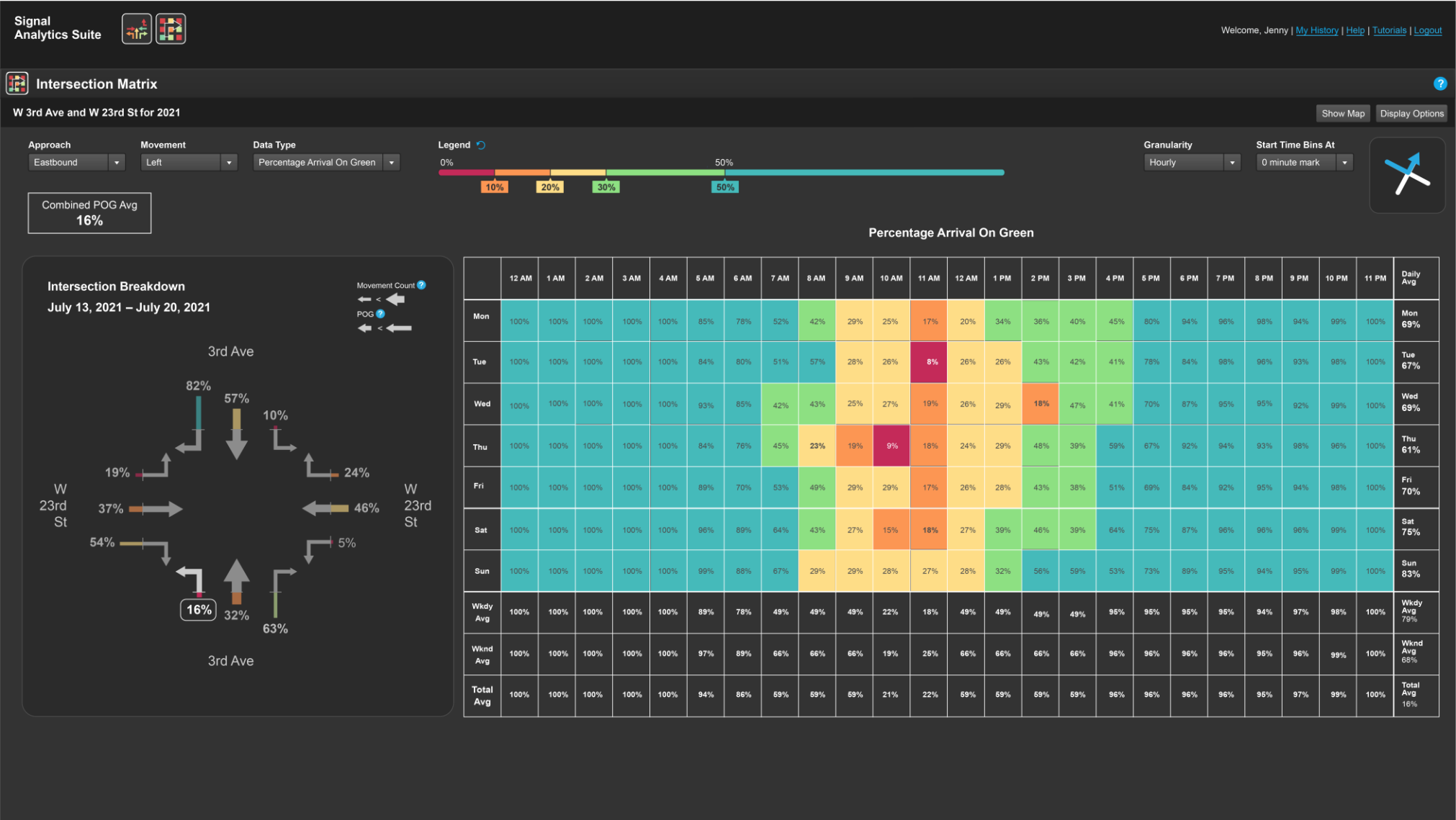
- ☐ Approach Speed
 - ☒ Average Approach Speed
 - ☐ Median Approach Speed
 - ☐ Minimum Approach Speed
 - ☐ Maximum Approach Speed
 - ☐ 5% Approach Speed
 - ☐ 25% Approach Speed
 - ☐ 75% Approach Speed
 - ☐ 95% Approach Speed

- ☐ Control Delay
 - ☒ Average Control Delay
 - ☐ Median Control Delay
 - ☐ Minimum Control Delay
 - ☒ Maximum Control Delay
 - ☐ 5% Control Delay
 - ☐ 25% Control Delay
 - ☐ 75% Control Delay
 - ☐ 95% Control Delay

- ☐ Approach Speed Stop
 - ☐ Average Approach Speed Stop
 - ☐ Median Approach Speed Stop
 - ☐ Minimum Approach Speed Stop
 - ☐ Maximum Approach Speed Stop
 - ☐ 5% Approach Speed Stop
 - ☐ 25% Approach Speed Stop
 - ☐ 75% Approach Speed Stop
 - ☐ 95% Approach Speed Stop

- ☐ Approach Speed Through
 - ☐ Average Approach Speed Through
 - ☐ Median Approach Speed Through
 - ☐ Minimum Approach Speed Through
 - ☐ Maximum Approach Speed Through
 - ☐ 5% Approach Speed Through
 - ☐ 25% Approach Speed Through
 - ☐ 75% Approach Speed Through
 - ☐ 95% Approach Speed Through

Intersection Matrix Tool



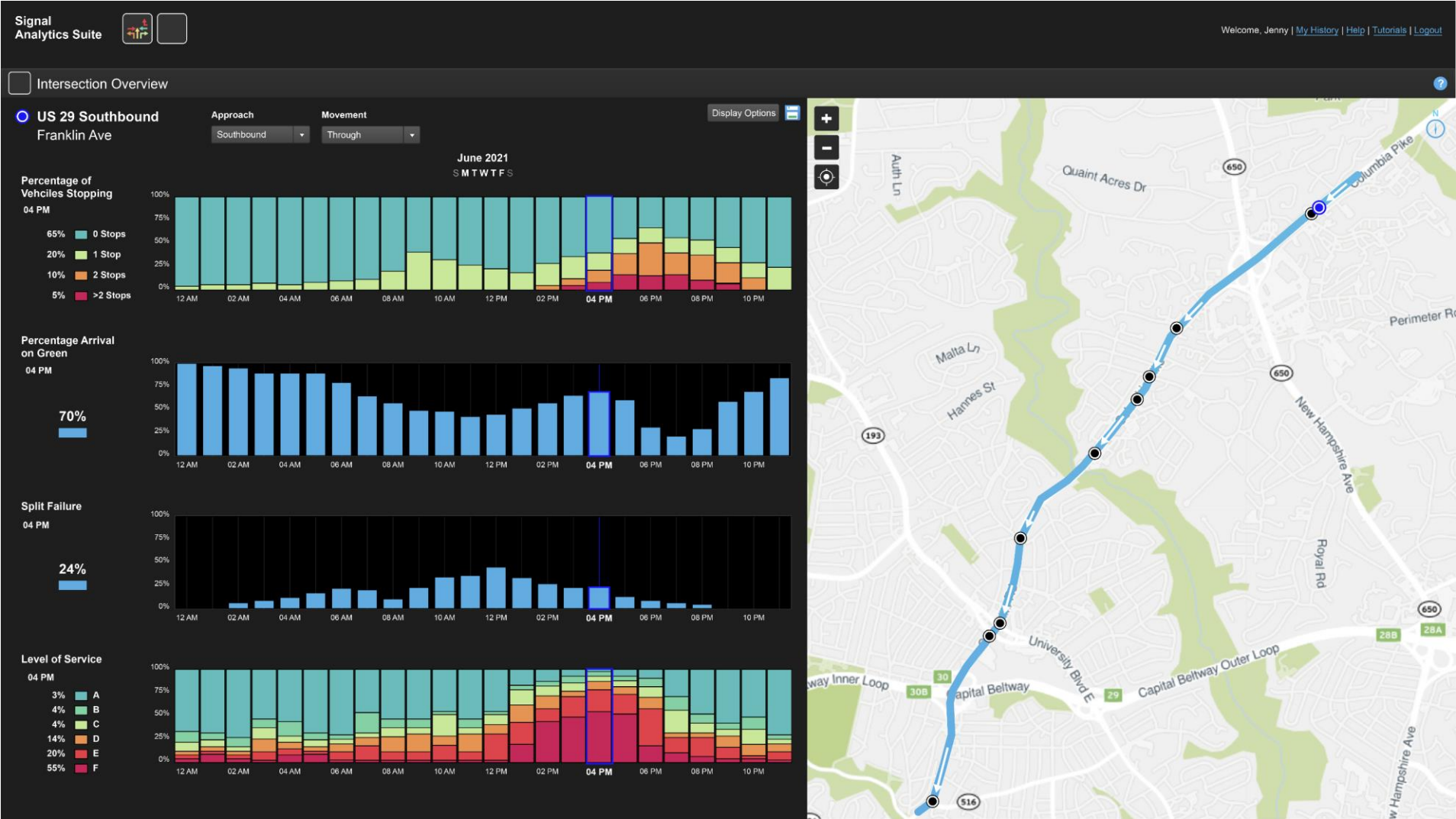
The Eastern Transportation Coalition | RITIS User Group Web Meeting | May 5, 2022

79

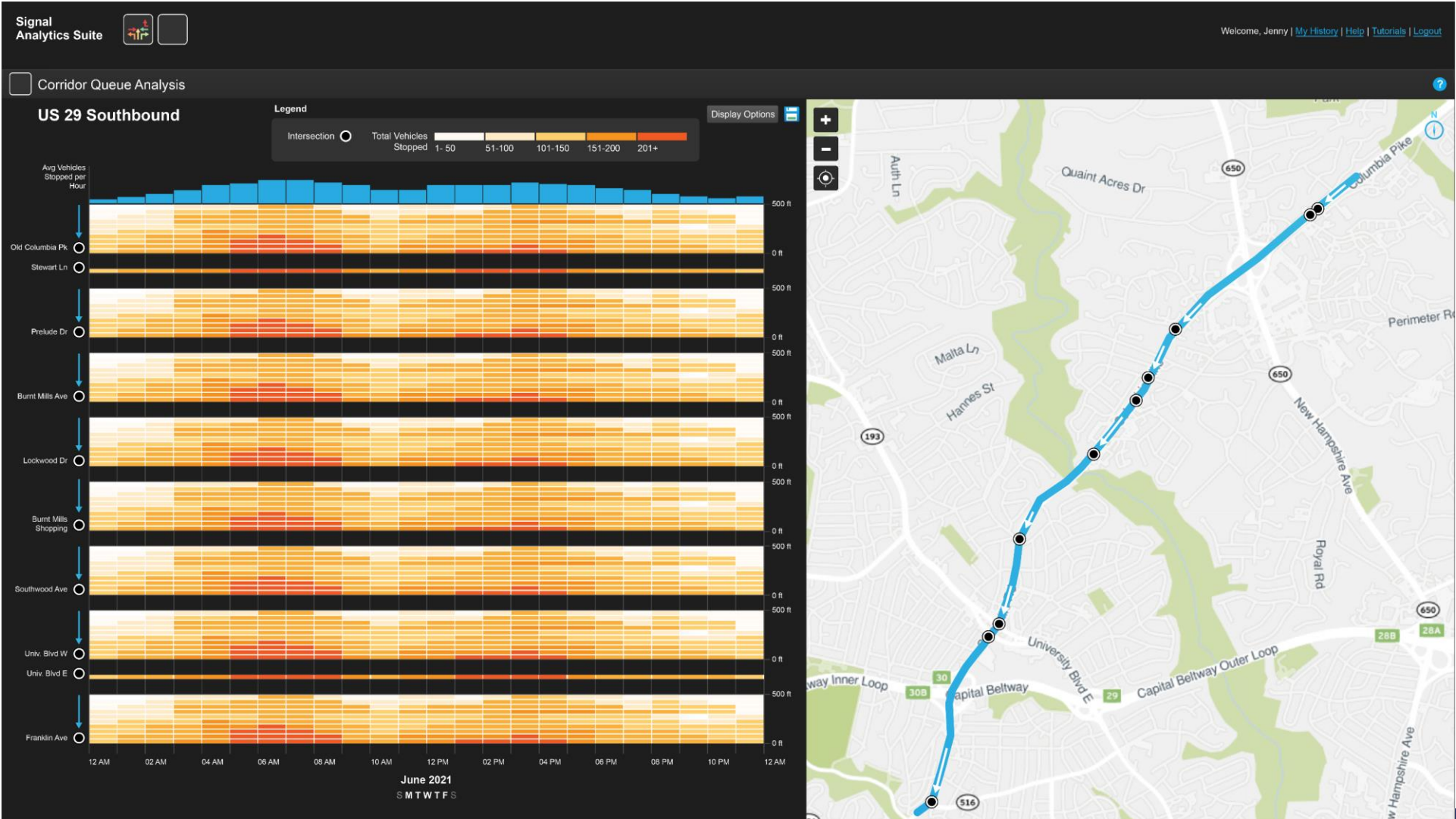
Time-Series Graphs



Stacking of Performance Metrics



Comparing Consecutive Intersections





Thank you!

Charles R. Lattimer, CATT Lab

lattimer@umd.edu



RITIS Workshop Updates



Rick Ayers

UMD CATT Lab
Public Sector Advocate



RITIS Report Templates Workshop - Poll Results

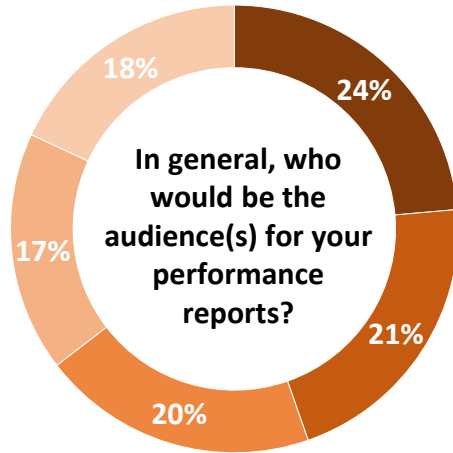
March 29th

- Developing performance reports using RITIS tools and templates

April 8th

- Trip and travel pattern insights from waypoint data using RITIS Trip Analytics

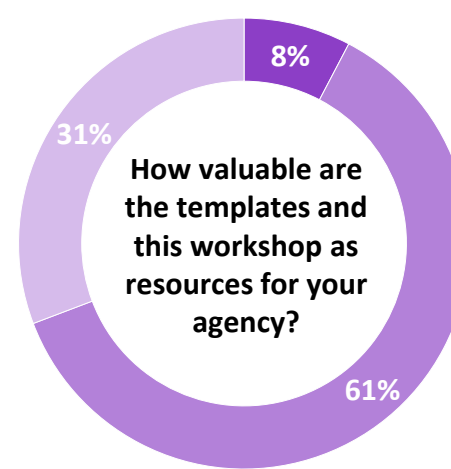
These three questions were asked at the end of the training session to help the CATT Lab understand: the usefulness of the materials and information presented; and, to gauge interest in future RITIS Workshops.



■ Management
■ Executive Leadership
■ General Public
■ Elected Officials
■ Peers

82%

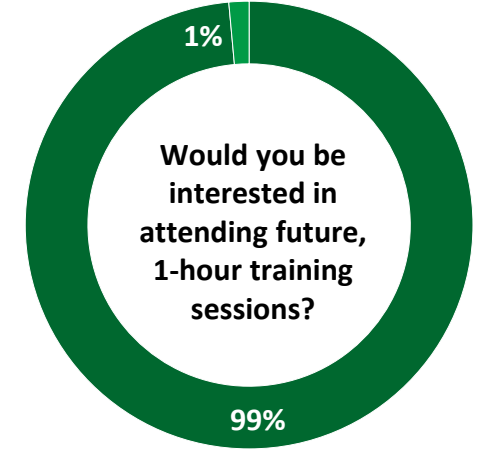
would use reports geared towards less technically-oriented audiences



■ Moderately valuable
■ Valuable
■ Extremely valuable

90%

thought the templates and workshop were valuable resources to their agencies



■ Yes
■ No

99%

were interested in more RITIS tools/templates training, given 4X per year

March 29th

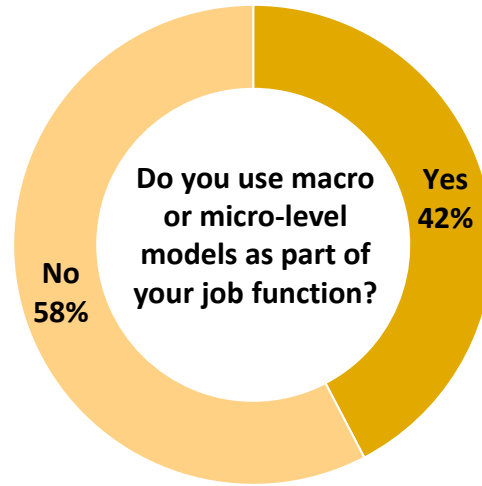
- Developing performance reports using RITIS tools and templates

April 8th

- Trip and travel pattern insights from waypoint data using RITIS Trip Analytics

These three questions were asked at the end of the training session to help the CATT Lab direct its design and development teams as well as focus on future workshop planning activities.

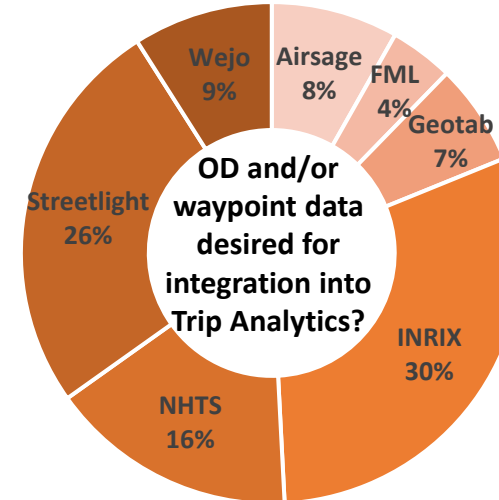
RITIS Trip Analytics Workshop - Poll Results



■ Yes ■ No

42%-46%

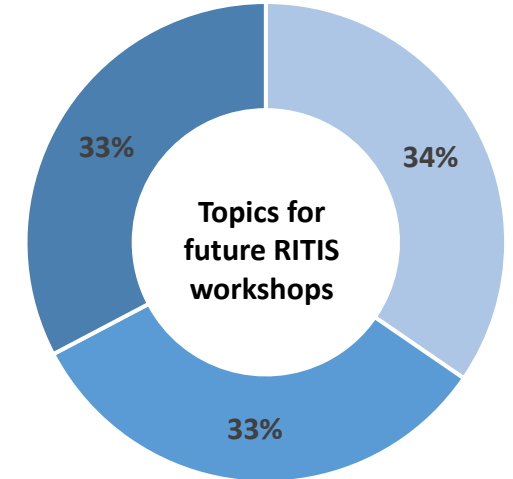
Use micro and macro-level modeling for their work



102

Responses

Many respondents selected more than 3 vendors



- More detailed Trip Analytics scenarios
- Signal performance measures analytics
- Real-time incident detection and management

Desired topics for future RITIS workshops hosted by TETC

FUTURE RITIS Workshops and PDH Hours

For the 12-month data program for FY2022, TETC TSMO planning committee recommended the following schedule:

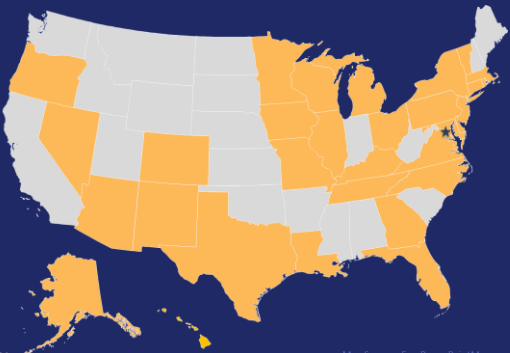
- 4 RITIS User Group Meetings (July, October, February, May)
- **2 Additional RITIS Workshops**
- 4 Technical Advisory Committee meetings
- 2 Data Driven Webinars

Plans afoot for Professional Development Hours (PDH credit)

- Is this of interest?

Future RITIS workshop delivery goals will be to offer tools and/or template training on a quarterly basis

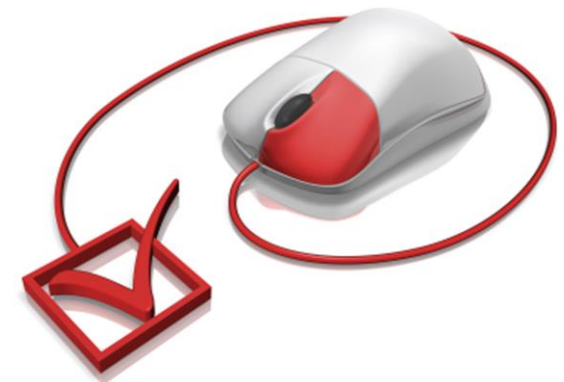
CATT Lab user community provides guidance to our planning and design initiatives.



Poll 2: The CATT Lab is considering developing curriculum to support earning Professional Development Hours (PDH) for RITIS workshops and related training. Is this something your agency would be interested in?

Answer Options:

1. Yes
2. No
3. Perhaps, would depend on the topic



PDA Suite Performance Measures Working Group



John Allen

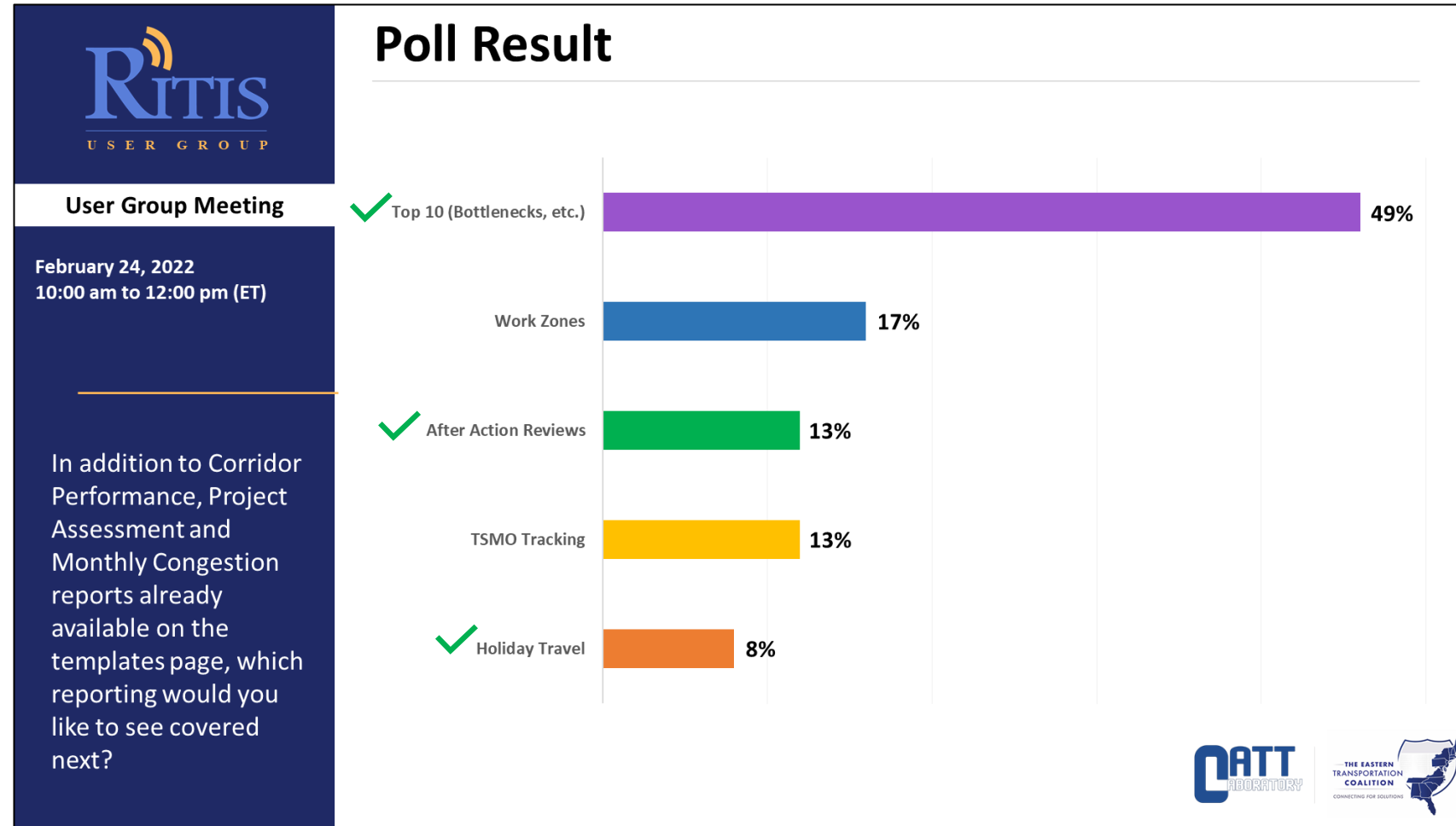
UMD CATT Lab

Faculty Assistant, Outreach & Education

Performance Reporting Poll Result

Here are the results of a poll taken at the last RITIS User Group meeting for prioritizing the next set of reporting categories.

The **Top 10 Bottlenecks template** (and resource documents) are under development now, then we'll tackle the After-Action Review and Holiday Travel Forecast templates.



Performance Reporting **Working Group Meeting**

The **Working Group** will have a meeting soon to:

- > **Review the next set of templates** and design resource documents under development
- > **Strategize development** of the remaining templates
- > **Get feedback on the RITIS templates page**, to improve content, layout, etc.



John Allen
UMD CATT Lab



Jesse Buerk
DVRPC



Matt Glasser
GDOT



Charles Lattimer
UMD CATT Lab



Keith Miller
NJTPA



Zoe Neaderland
VAOT



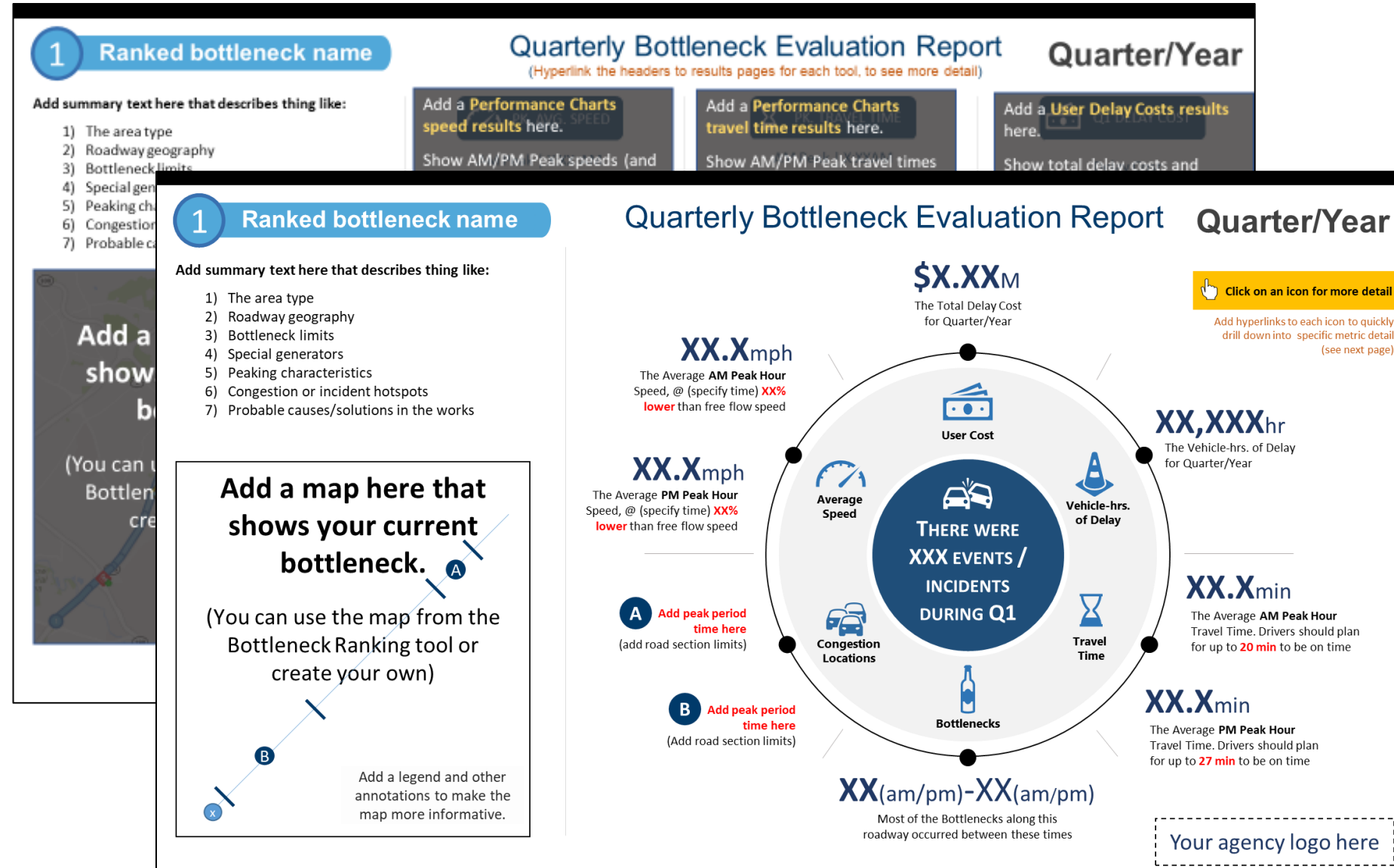
Ed Stylc
BMC



Kelly Wells
NCDOT

Performance Reporting Template Use Update

Ed Stylc (Baltimore Metropolitan Council & Working Group member) is using a prototype of the **Top 10 Bottlenecks templates** for developing BMC's Q1 2022 Quarterly Congestion Analysis Report.






QUESTIONS?

John C. Allen 

jallen35@umd.edu 

www.ritis.org 

RITIS



PROBE DATA
ANALYTICS SUITE

RITIS Enhancement Working Group



Michael Pack

UMD CATT Lab
Director



RITIS Enhancements Working Group

- **Purpose:**

- Form a nimble group to fund RITIS enhancements & assist CATT Lab with prioritizing features
- Provide stable funding
- Connect agencies with similar needs

- **2021 Funding Commitments Came from:**

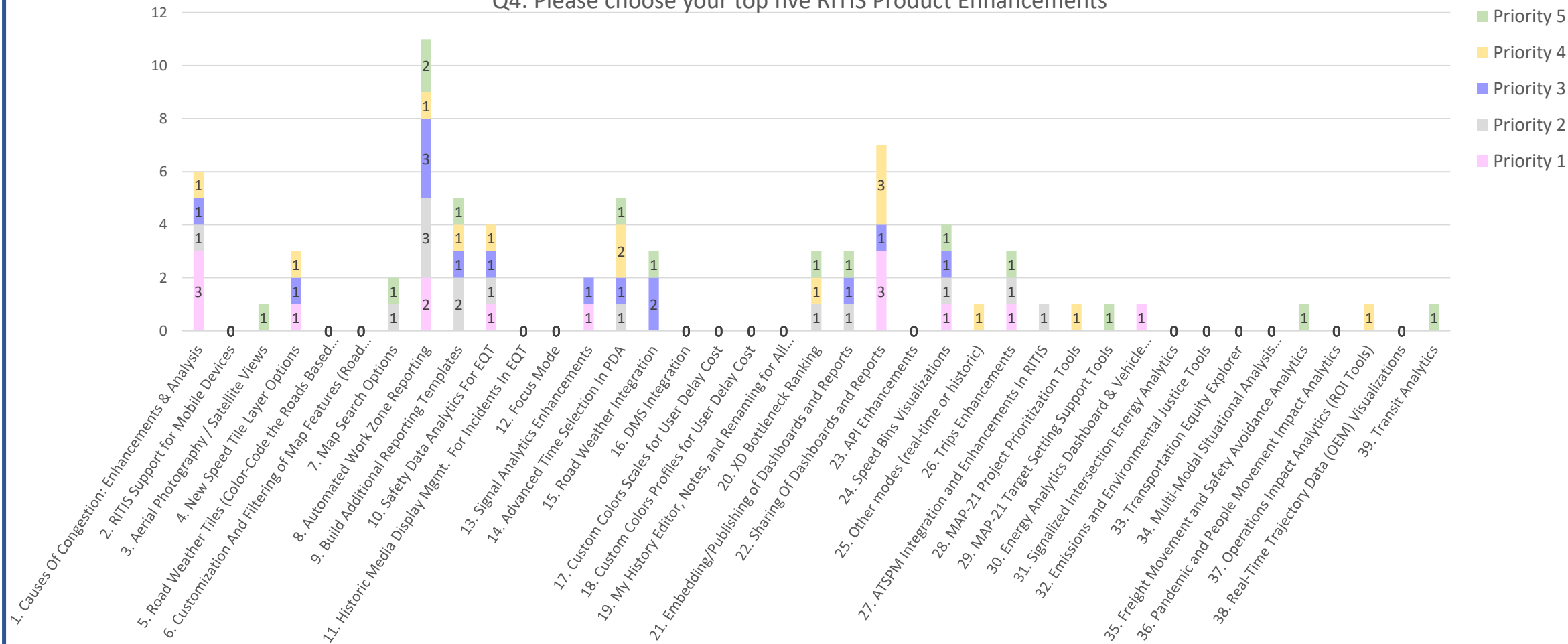
- Georgia
- Massachusetts
- Oregon
- Virginia
- Michigan

3 Major Projects funded by RITIS Enhancements Working Group in FY 2022 – Waze Enhancements, Corridor Speed Graphs, and Causes of Congestion Pie Chart Deep-Dive Analytics



FY 2023 – In the process of selecting Enhancements to fund

Q4. Please choose your top five RITIS Product Enhancements



Next Steps

- **Next meeting is Thursday, May 12th from 2:30pm-3:30pm, ET**
- If you are a member of the group you should have received an invitation
- Interested in joining the group, please reach out to
 - Michael Pack - PackML@umd.edu
 - Denise Markow - dmarkow@tetcoalition.org



RITIS



PROBE DATA
ANALYTICS SUITE

Agency Input Session

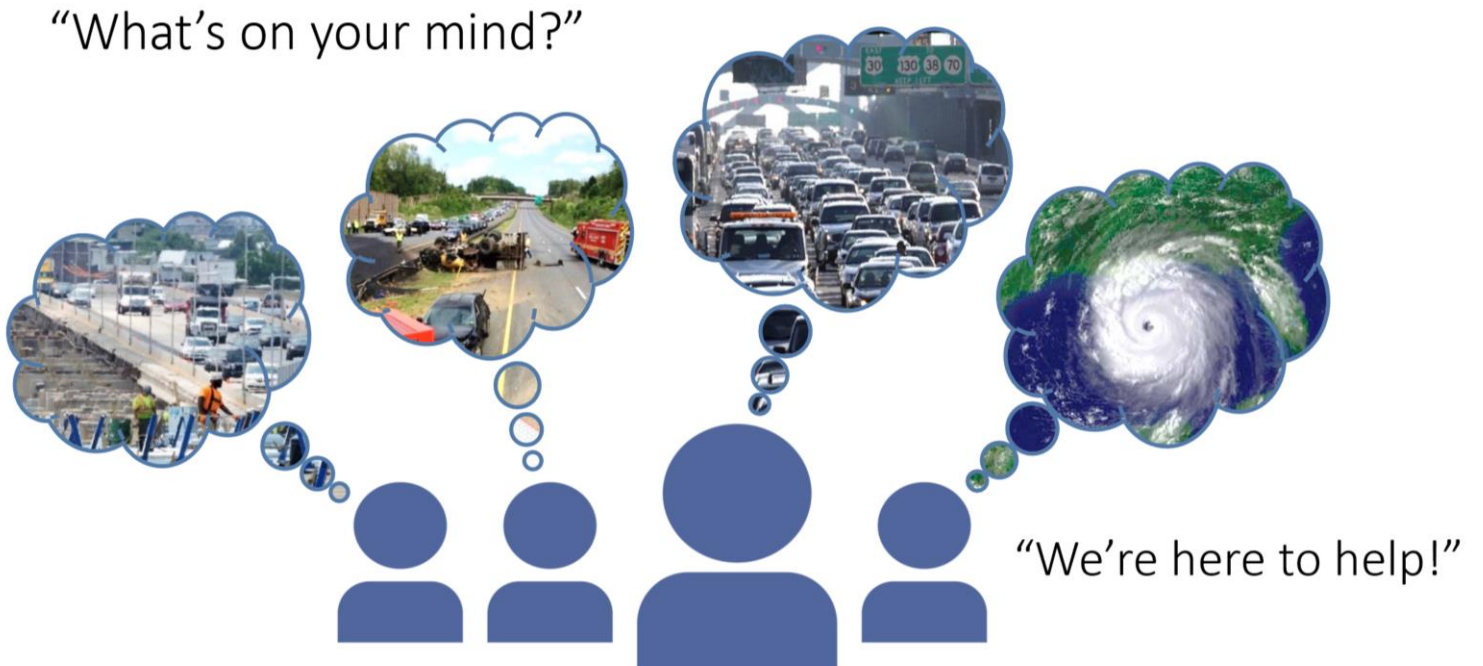


Michael Pack
UMD CATT Lab
Director



We want to hear from you!

- All features and functionality are driven by state/mpo users.
- You are welcome to join any of our User Groups / Working Groups / Listening Sessions to brainstorm/define these new features and functionality.
- You can also type your comments to us today either in the Q&A box or with an email to support@ritis.org



Wrap Up



Jesse Buerk

*Manager, Office of Capital Programs
RITIS User Group Co-chair
DVRPC*



Questions?



Denise Markow (TETC)

dmarkow@tetcoalition.org

301.789.9088



Joanna Reagle (Logistics)

jreagle@kmjinc.com

610.228.0760

Michael Pack (CATT Lab)

PackML@umd.edu

RITIS Tech Support

support@ritis.org

PDA Suite Tech Support

pda-support@ritis.org



Thank you!



— THE EASTERN —
TRANSPORTATION
COALITION

