



**The Eastern Transportation
RITIS User Group Web Meeting – May 5, 2022
Question and Answer Summary**

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

Using RITIS Tools to Analyze Congestion Impacts on Las Vegas Boulevard

Q: Edward Stylc (Baltimore Metropolitan Council): Have you found issues with using TMC code bottleneck data? I've had some issues with it on signalized roads with the granularity.

A: Michael Pack (University of Maryland CATT Lab): We believe the Travel Time Delta Ranking tool and the Travel Time Comparison tool are good alternatives to understanding where your bigger issues are on arterials. These two tools (initially conceived by the signal experts at Purdue) utilize smaller segmentations (XDs) and were purpose-built for signalized arterials like what Ian and Linda are presenting. They help understand change and trends over time on arterials better than TMC segments.

A: Linda Lim (Ludian): We did not find any issues with the TMC bottleneck data, perhaps it could be based on the area in which you are trying to grab from, but for Las Vegas Boulevard project area, this wasn't the case.

A: Ian Machen (Ludian): We didn't have any issues with running those reports. They coincided with what was viewed and witnessed in that area. The location of the start of the bottleneck corresponded with construction work that was happening in that area over that period. It mirrors site observations based on the on-site work we did. We didn't do any traffic counts on-site because the project didn't deem that requirement.

Note: Edward Stylc (Baltimore Metropolitan Council): Thanks, Michael. I get requests from our local jurisdictions and at times on local roads (Not as big as Las Vegas Blvd) it can be an issue. Not for regional reporting by any means.

Q: Chad Parasa (Wichita Area MPO): Was the data on the origin & destinations of the trip available in this project? To elaborate, understanding what percentage of traffic originates from south/north and goes towards west or east, etc.?

A: Ian Machen (Ludian): We looked at that O-D data. What was shown today is a snapshot of some of the toolsets and results of that analysis. You can view the full report [here](#). Regarding that split you mentioned, you can have a perception that everything's going north-south on the boulevard where it's not. There are certain times of day when the east-west traffic is higher than the north-south traffic. You've got the I-15 highway running parallel to the Las Vegas Boulevard, so a lot of vehicles are coming off there into that area. Drivers could be crossing the Las Vegas Boulevard as part of a typical commute route or access to some of the resort and the event areas.



**The Eastern Transportation
RITIS User Group Web Meeting – May 5, 2022
Question and Answer Summary**

New RITIS Tools and Recent Enhancements

Q: Brian Gillis (Miami - Dade County): What does the acronym RITIS stand for?

A: Michael Pack (University of Maryland CATT Lab): Regional Integrated Transportation Information System. Its purpose is to consolidate transportation-related data from multiple agencies, standardize it, fuse it, and make it available both in real-time and in historic analytics.

Q: Robert Pangborn (Maryland Transportation Authority): Is the historical average all dates, or for the specific period? Specifically, on the corridor time comparison for speed, I noticed there was a green dotted line and a pink dotted line when two of the analysis periods were shown. How is the historic average determined in this scenario if we're looking at the same roadway--is the historic average specific to the period and/or weekdays that were selected? (i.e., when looking at Wednesdays in April 2020 AM PH, would the historical average be all Wednesdays AM PH)

A: Michael Pack (University of Maryland CATT Lab): The answer varies from agency to agency. Most agencies use the historic average as it is provided to us by the data provider. Each data provider (HERE, INRIX, and TomTom) uses a different date range for this, and these dates change over time. However, a couple of agencies have set their definition for what historic average means and we have implemented a calculation on our end to use that date range for determining what historical average is.

Q: Mojtaba Alemohammadi (City of Roswell, NM): If I start now using the system, am I able to define a segment/full road and then compare two years ago with today for that segment? or should I have already defined it and go from there?

A: Michael Pack (University of Maryland CATT Lab): If there is data available from a couple of years ago for the road you're analyzing, you can analyze it and compare it to today's data in one query. There's no need to run multiple queries. You just select the first date range and click the "Add" button, then add another time range. There's a limit to how many different time/dates ranges you can add.

Q: Leslie Dadoo (Arcadis): How do I gain access to signal analytics?

A: Michael Pack (University of Maryland CATT Lab): If an agency you work for (or work with) has purchased data for this tool, we can turn it on for you. Write to support@ritis.org and let us know which geography you're interested in, and we'll see if an agency has already purchased data for that geography. If you're a consultant, we may need to get permission from the agency first before granting access.



**The Eastern Transportation
RITIS User Group Web Meeting – May 5, 2022
Question and Answer Summary**

RITIS Workshops Update

Q: **Jesse Buerk (DVRPC):** Can you go over the process for requesting and adding new data sets to RITIS? For example, you mentioned the capital bike share data. Can you explain the process for people to follow if they have data sets they want to add?

A: Michael Pack (University of Maryland CATT Lab): Start by reaching out to me or the support team (support@RITIS.org). Tell us your agency, the data set, and how to access it. Sometimes we have people reach out to us and say we want information on something specific, but if that data set doesn't exist or there's no way to access it, we won't be able to do anything with it. The more information you can provide us the better. We can help you talk to your technical staff; they might know where the data is. Then we can evaluate if it's something we can easily pull in without any funding or if it's something that would require a little extra work. There are a lot of data sets we do for free because we already know how to integrate them.

RITIS Product Enhancement Working Group

Q: **Jesse Buerk (DVRPC):** Do you know the top enhancements that people are interested in?

A: Michael Pack (University of Maryland CATT Lab): The most votes were for automated work zone reporting, which is anticipated to be a large enhancement. We have a real-time work zone tool that will tell you where the current problems are in work zones. What people are looking to see performance of a work zone over a period of time. Imagine taking some of the templates that John Allen and his folks have been talking about and building a bunch of templates for work zone reporting that are automatically populated and emailed to you once a week.

Another feature was sharing of dashboards and reports. People can create their dashboards and their reports but they are stuck within their account in RITIS. People want to be able to share those with others inside and outside of their agency without it overloading their inbox. Additionally, being able to make your report available to anyone online regardless of whether they have a RITIS account.

A third feature is advanced time selection in the PDA Suite; being able to better refine time selections. For example, selecting every Wednesday except for days with large events (such as major sporting events).

Finally, for the Causes of Congestion tool that we are currently working on, agencies want us to implement additional visualizations and analytics enhancements.

Q: **Craig Casper (Corpus Christi MPO):** Could you talk to the EPA about putting a report together that shows where congestion is to aid with equity questions, specifically for their Environmental Justice mapping tool. (Also, HEPGIS might find it very useful. Supin Yoder at FHWA is the contact).



The Eastern Transportation RITIS User Group Web Meeting – May 5, 2022 Question and Answer Summary

A: Michael Pack (University of Maryland CATT Lab): Would this be just congestion or are we looking for emissions as well? The CATT lab partnered with NREL (National Renewable Energy Laboratory) about a year ago to write a proposal for transportation, emissions, and pollution equity analytics application. We weren't successful in getting funding. If this is something you're interested in and other agencies are interested in, we may be able to go back to the Department of Energy or US DOT and reinvigorate this proposal. We just need to know who's interested in it.

Note: Jesse Buerk (DVRPC): There are many equity tools now. Craig is referring to the EPA one; I know that's something we would be interested in in our region. There's a new fund code called carbon reduction funds and an emphasis on equity. I do think that the air quality piece would be interesting to know more about.

