THE EASTERN TRANSPORTATION COALITION

CONNECTING FOR SOLUTIONS

Virtual Information Exchange:
Statewide Data Needs Assessment: A GDOT Case Study

February 23, 2024

Welcome!

Sheryl Bradley
TSMO Program Director
The Eastern Transportation Coalition

Coalition Update - TSMO

Travel Info

Travel Info Web Summit – 4/4/24
Waze/3rd Party Mapping WG – 6/27/24

Cross-cutting

Bridge Strike Initiatives
VIE (12/15/2023) & ongoing

HOGs

VRTIM Training Sessions (Fall 2023)
In-person Exchanges – coming soon!

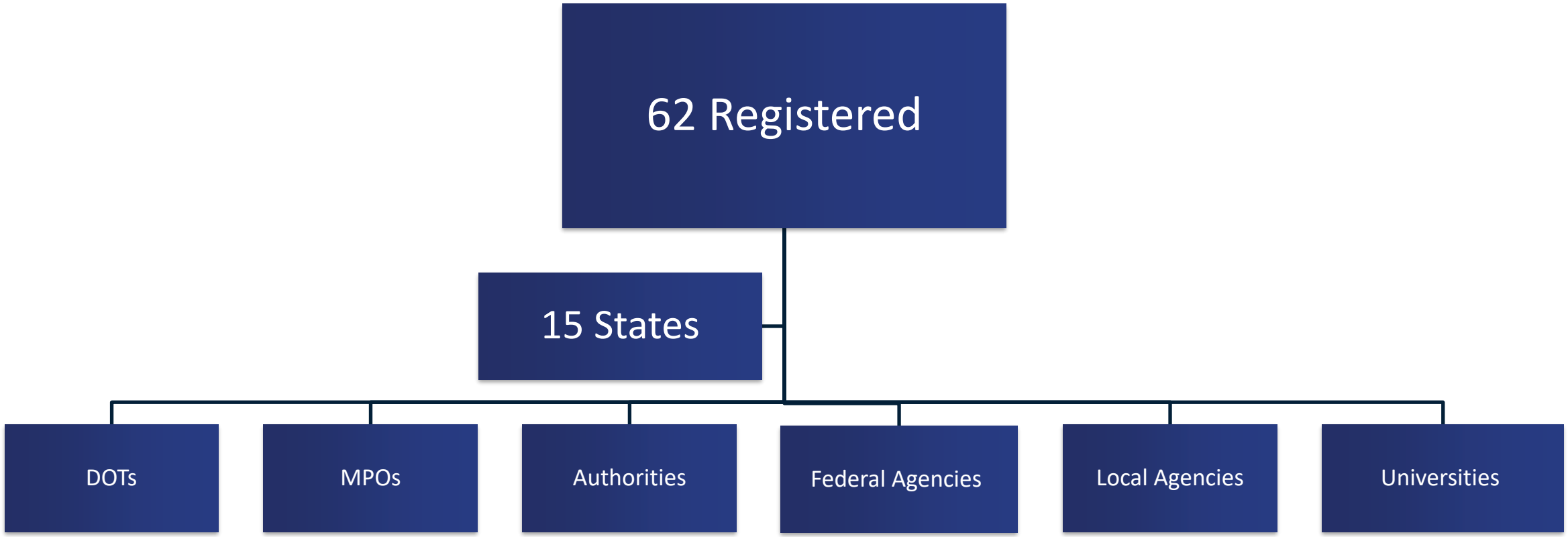
TDM

TAC & State POC Mtgs - Quarterly
New Ancillary Products!
TDM Vendor Forums

RITIS

User Group Mtgs - Quarterly
Enhancement WG - 3/21/24
Workshop - coming soon!

The Eastern Transportation Coalition Sponsored Event



Agenda

Topic	Speaker
Housekeeping	Joanna Reagle, KMJ Consulting, Inc.
Welcome, Introduction, and Meeting Purpose	Sheryl Bradley, TSMO Program Director, The Eastern Transportation Coalition
GDOT/ARC Case Study: **Data Needs Assessment & Procurement**	Sam Harris, Assistant State Traffic Engineer, Georgia DOT Matt Glasser, National TSMO Account Lead, Arcadis
Wrap Up and Thank You	Sheryl Bradley, TSMO Program Director The Eastern Transportation Coalition

GDOT/ARC Case Study: Data Needs Assessment & Procurement

Sam Harris, Assistant State Traffic Engineer, Georgia DOT

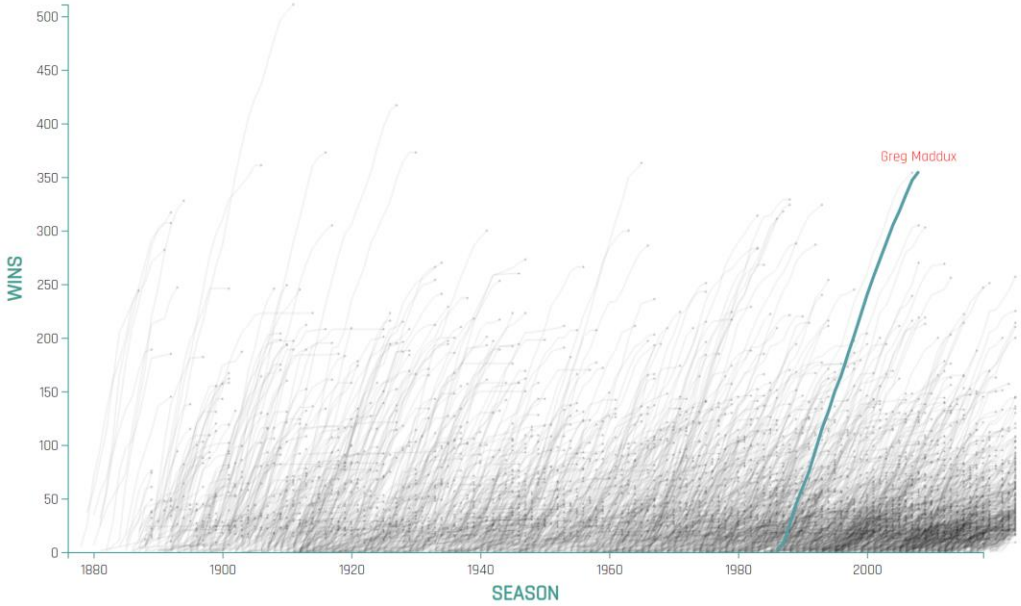
Matt Glasser, National TSMO Account Lead, Arcadis

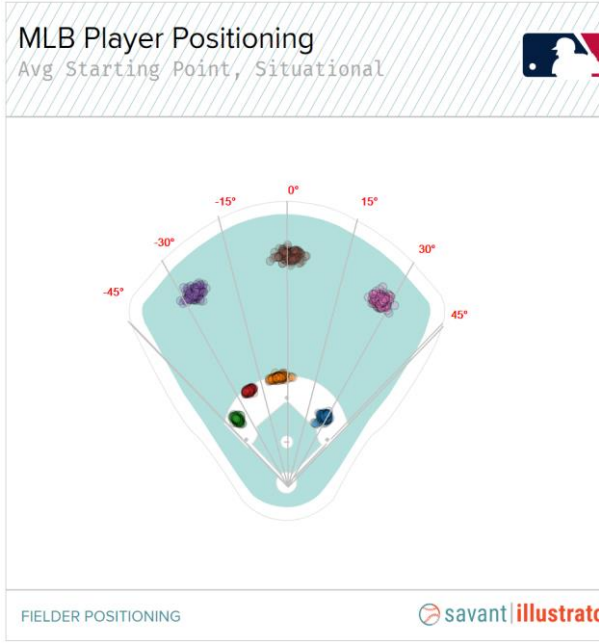
GDOT/ARC Case Study:

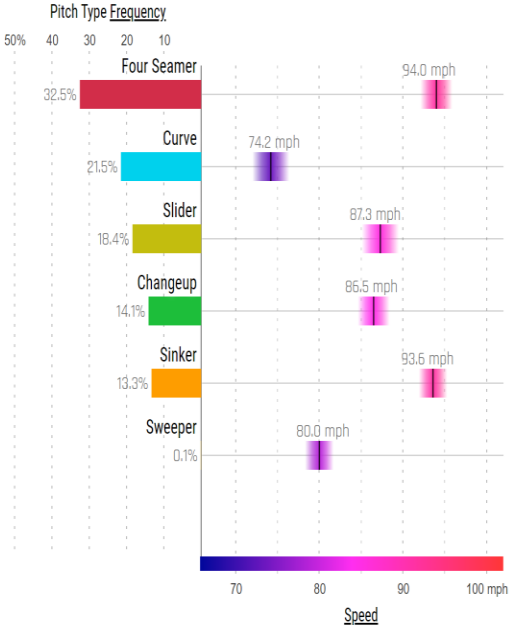
Data Needs Assessment & Procurement

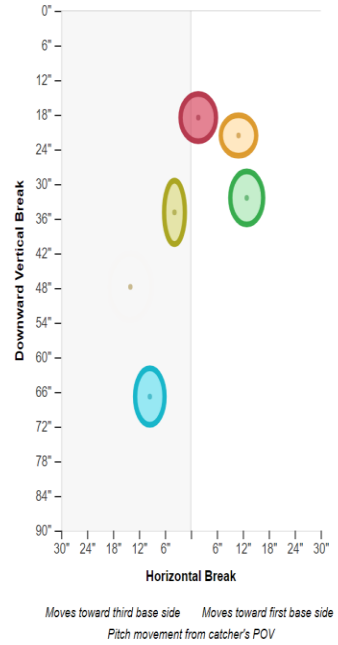
February 23, 2024

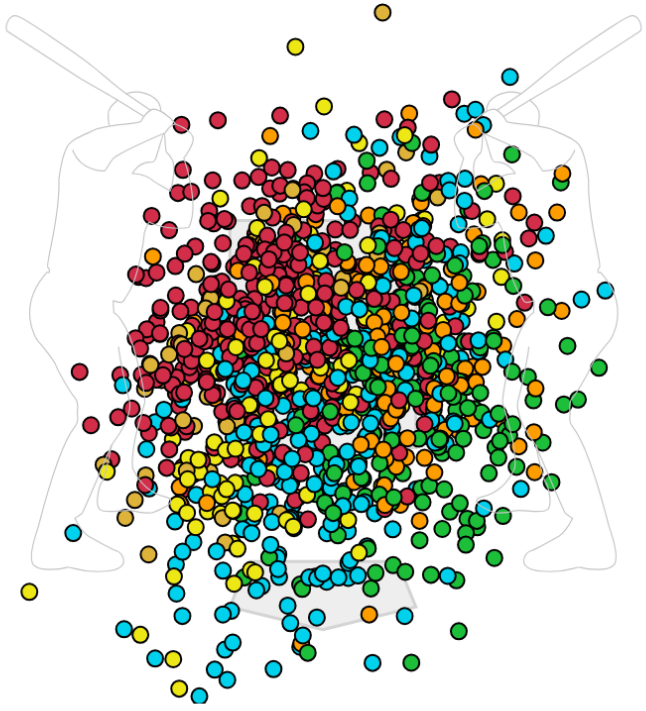

MADDUX
31





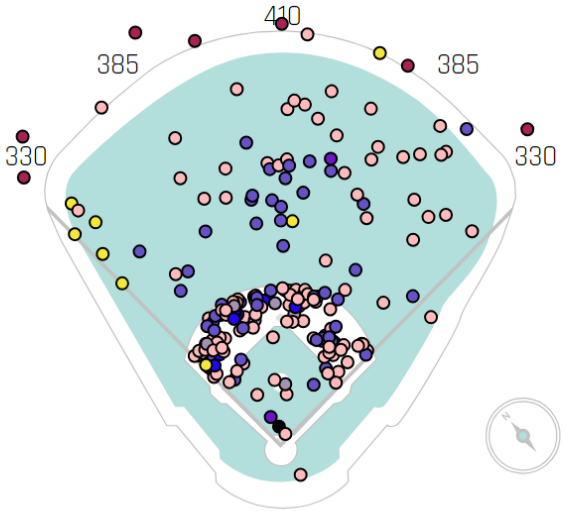






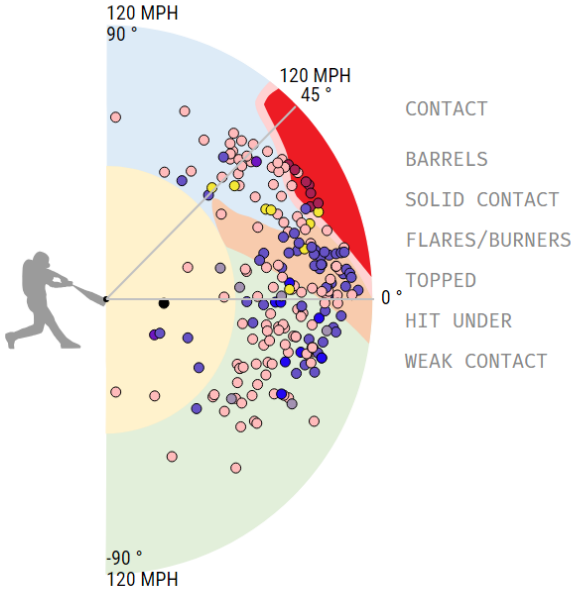
Pitch Type Breakdown

- Curve
- Slider
- Four Seamer
- Sinker
- Changeup
- Sweeper



RESULTS

- DOUBLE
- FIELD OUT
- FIELDERS CH
- FORCE OUT
- GROUNDED IN
- HOME RUN
- SAC BUNT
- SAC FLY
- SINGLE



CONTACT

BARRELS

SOLID CONTACT

FLARES/BURNERS

TOPPED

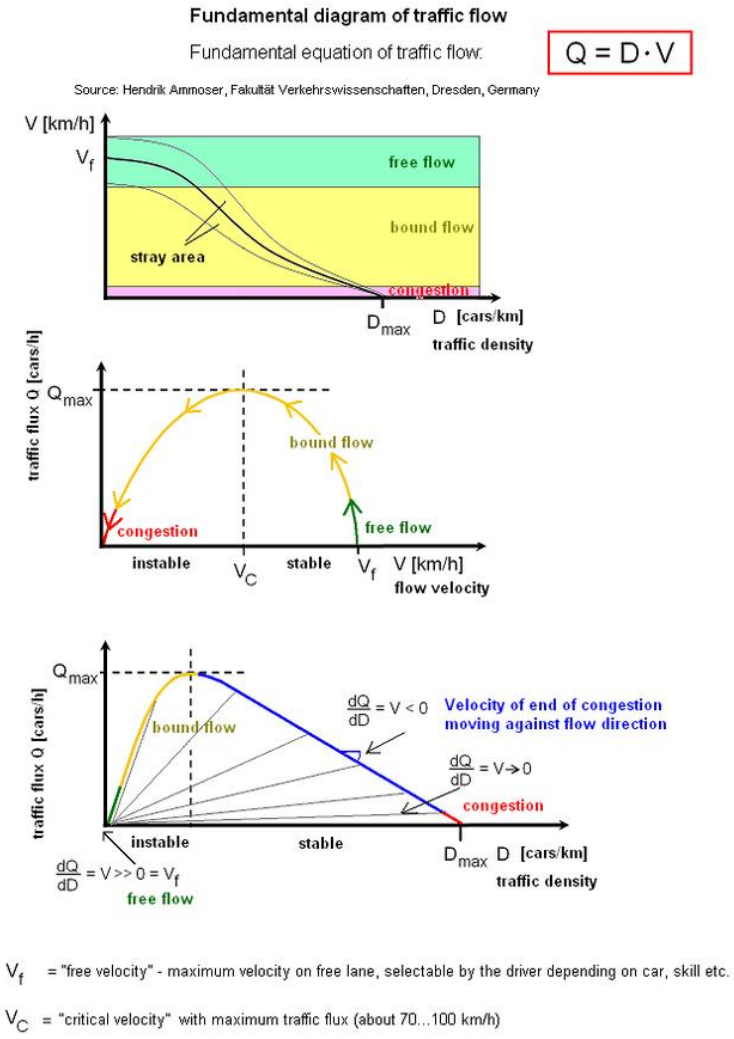
HIT UNDER

WEAK CONTACT

Why Transportation Data Matters

Plays a fundamental role in shaping the efficiency, safety, and sustainability of transportation systems.

- Optimizing Traffic Flow
- Enhancing Safety
- Infrastructure Planning and Maintenance
- Public Transit Efficiency
- Environmental Sustainability
- Emergency Response and Management
- Policy Development and Decision-making
- Customer Service and Experience
- Economic Impact
- Resource Allocation and Budgeting



Offering	GDOT Planning	GDOT OTD	GDOT Ops	GDOT Safety	GDOT DP	ARC	SRTA
Detailed Intersection Data							
Lane Attributes							
Road curvature, elevation, roughness							
Truck specific routing and restrictions							
Pedestrian specific routing and restrictions							
Detailed Road Attributes							
Signs, Signals and Warnings							
On-Street Parking							
Bicycle specific routing and restrictions							
Basic Road Attributes							
Roadway Speed Limit							
Dangerous Slow Down API							
Historic Parking							
Traffic Volume Estimates							
Places, Fuel stations, EV Charging Points							
DTM							
LiDar and Panormaix							
Environmental Zones							
Vehicle Regulations							
Historic Trip (OD) data							
Real time Parking							

Current (enhancement desired) Need Want

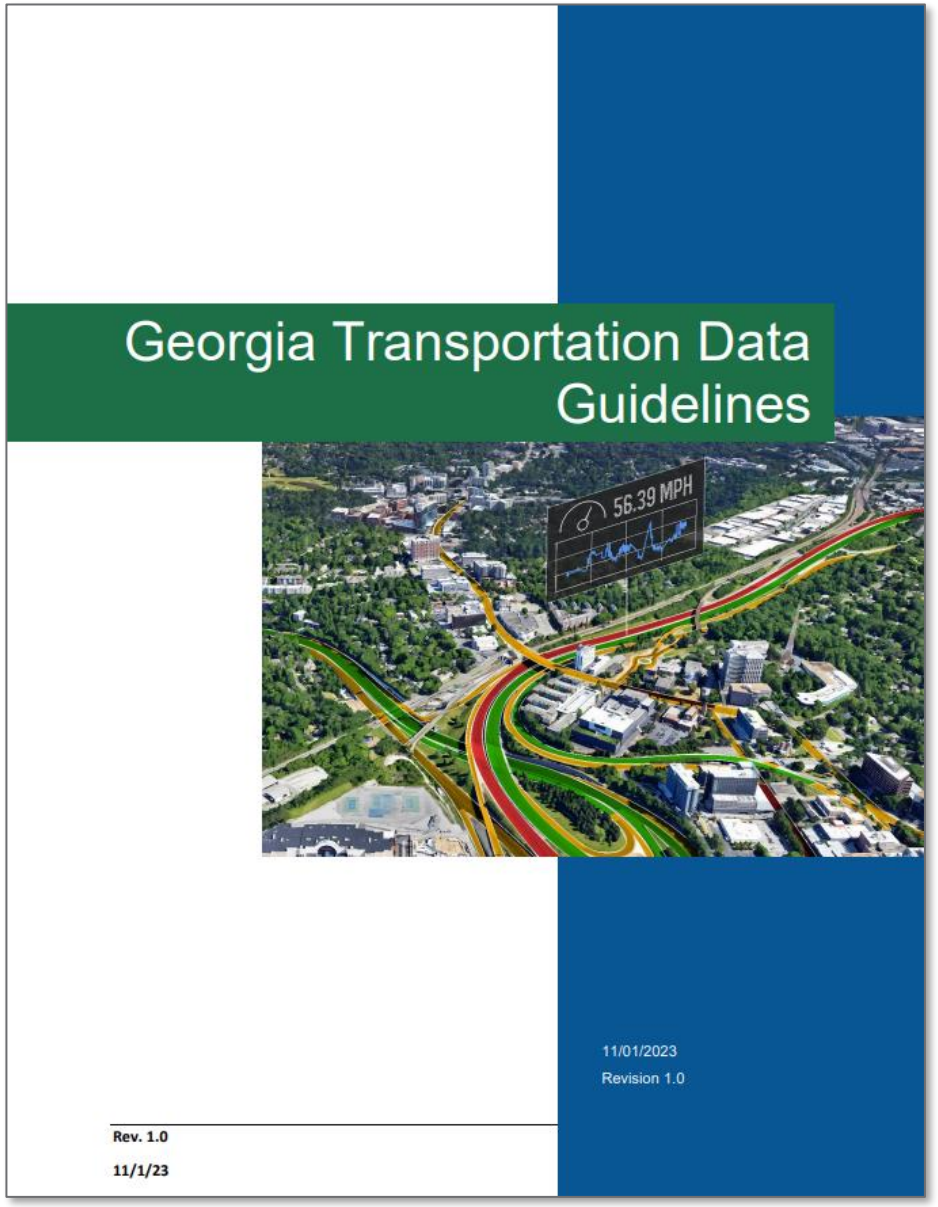
Background

The Georgia Department of Transportation (GDOT) and Atlanta Regional Commission (ARC) have formed an interagency group charged with the following responsibilities:

1. Enhance and standardize data analytics capabilities for ALL projects
2. Eliminate unnecessary duplication of data and associated analyses
3. Lower overall agency costs

This Program will be responsible for:

1. Developing an interagency program charter
2. Identifying a funding plan
3. Developing guidelines and/or policy recommendations for data acquisitions



Organization

GDOT – Program Manager

ARC – Regional Planning & Coordination

ARC – Performance Analysis & Monitoring

ARC – Modeling

SRTA

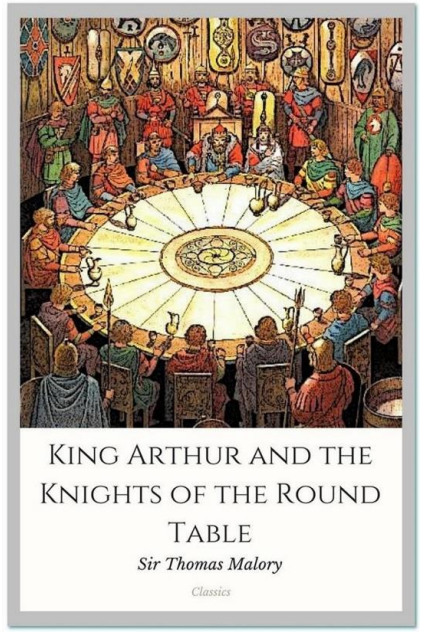
Joint Agency Data Acquisition Group

GDOT – Office of Planning

GDOT – Office of Transportation Data

GDOT – Office of Traffic Operations

Local Agency(ies)



2022 Financial Comparison

Project Based		Programmatic	
Description	Cost	Cost	Description
Single use, project specific trip data*	$1,683,945	$1,539,160	Perpetual use, open agency, statewide trip data and analytics suite
Perpetual use, open agency, statewide speed, travel time, congestion, user delay cost, and bottleneck analytics. Data validation	$1,104,826	$1,104,826	Perpetual use, open agency, statewide speed, travel time, congestion, user delay cost, and bottleneck analytics. Data validation
	-	$213,902	Perpetual use, open agency, statewide pedestrian and volume estimation data and analytics suite
	-	$50,000	Software enhancements
	-	$300,000	Data standardization support
Excessive Agency Project Cost for O-D Data Analysis*	$3,564,000	-	
Total	$6,352,771	$3,207,888	Total

**NOTE:* *Cost recalculated for projected # of O-D studies only. Estimated to be 132 unique studies.*

$3,144,883 Estimated Annual Government Savings

Benefits

1. Data-driven ability to deviate from standards to create more practical, location-specific, and cost-effective designs.

2. Uniform data analysis capabilities, regardless of project size or budget.

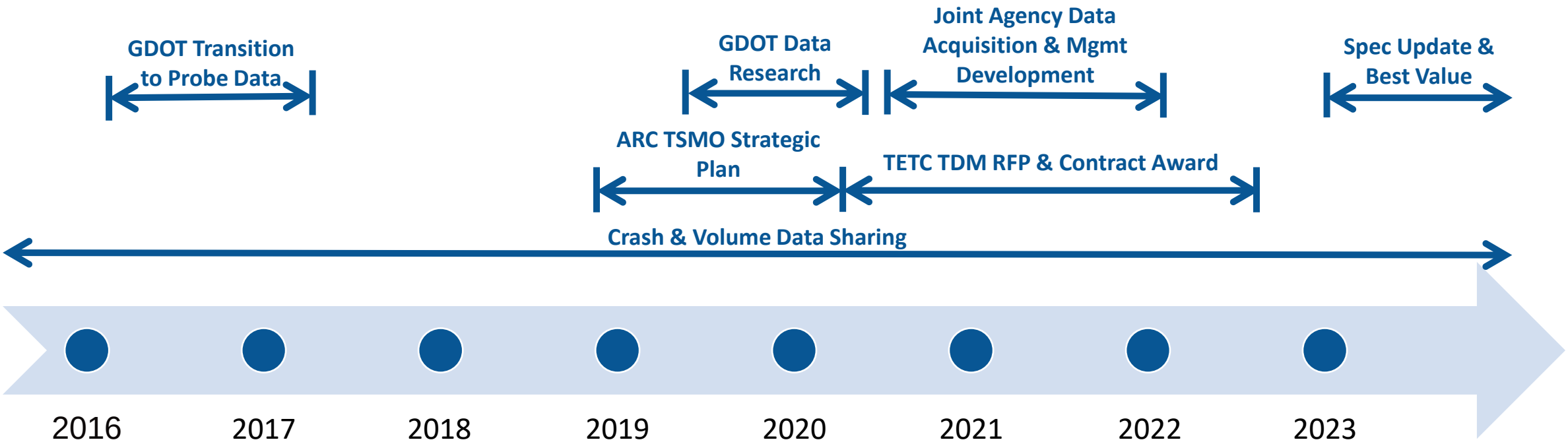
3. Immediate access to data for project development and delivery.

4. Enhanced capabilities for project justification and visualization during public forums.

5. Consultant data transparency.

6. **Direct cost savings for all state and local agency partners.**

Timeline


GDOT Transition to Probe Data
GDOT Data Research
Joint Agency Data Acquisition & Mgmt Development
Spec Update & Best Value
ARC TSMO Strategic Plan
TETC TDM RFP & Contract Award
Crash & Volume Data Sharing
2016
2017
2018
2019
2020
2021
2022
2023

Selection Approach

Approach

Utilize The Eastern Transportation Coalition's (TETC) Transportation Data Marketplace (TDM) to acquire data that:

- Meets the needs of multiple agencies and offices within those agencies.
- Creates opportunities for growth.

	**Carto INRIX HERE Iteris Timmons Group**	**Travel Time & Speed** data provide real time information for use in operations for incident management and traveler information. Historical data as a basis for various performance measures. Specifications for this data set are highly mature.
	**AirSage Geotab* INRIX Streetlight**	**Origin Destination** data is closely associated with Waypoint Data, but includes only end points, and information related to the endpoints that reveal trip purpose. O-D data is derived from Waypoint data that is scalable, timely and statistically representative to provide trip data for various agency needs. Similar to Waypoint data, O-D data is provided in a manner to protect privacy, and is a great asset for planning, behavioral, and before & after studies.
	**Geotab INRIX Quetica Streetlight**	A variety of **Freight** related data is being provided including: Travel Time, Speed and Volume data (as well as reliability), Origin and Destination information for long-haul and regional fleets, and parking data including availability and utilization. In addition, commodity movement is also being provided. This will enable broader understanding of freight movement.
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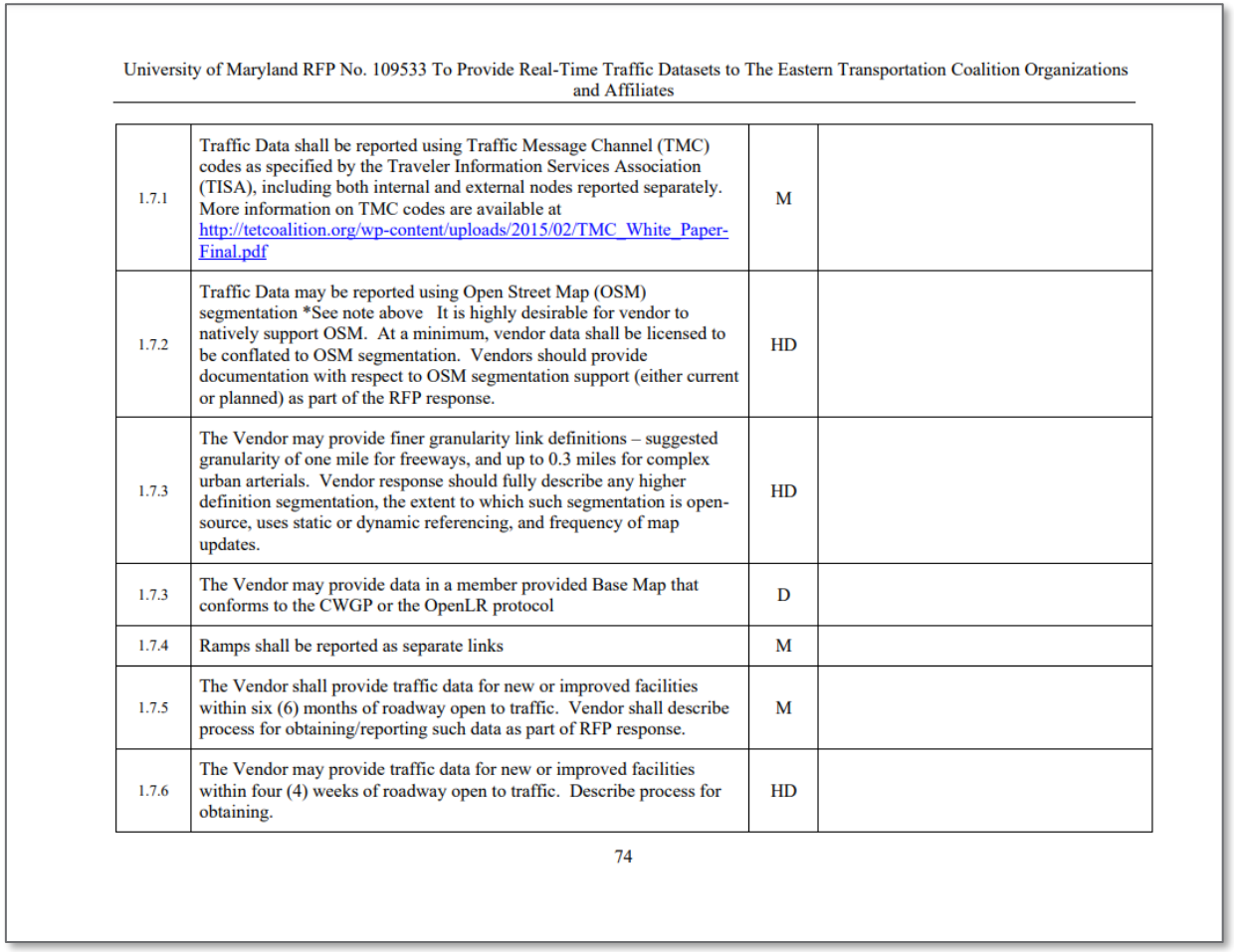
	**1Spatial INRIX**	**Conflation** services provide support for translating from one mapping system to another or combining mapping systems, such as the TMC network and a state's own linear reference system (LRS).Translating data between vendor-provided and Coalition member base maps has proved time intensive and costly. Providers of these services will be able to translate from any base map to any other base map as needed by a Coalition member.

Approach

GDOT and ARC desired Georgia-specific requirements.

- Used TETC's TDM "Mandatory" requirements as a base.
- Reviewed vendor responses to "Highly Desirable" and "Desirable" categories to identify trends and additional capabilities.
- Workshopped overlapping needs among GDOT and ARC teams.
- Solicited additional feedback from vendor community.



University of Maryland RFP No. 109533 To Provide Real-Time Traffic Datasets to The Eastern Transportation Coalition Organizations and Affiliates

1.7.1	Traffic Data shall be reported using Traffic Message Channel (TMC) codes as specified by the Traveler Information Services Association (TISA), including both internal and external nodes reported separately. More information on TMC codes are available at http://tetcoalition.org/wp-content/uploads/2015/02/TMC_White_Paper-Final.pdf	M	
1.7.2	Traffic Data may be reported using Open Street Map (OSM) segmentation *See note above It is highly desirable for vendor to natively support OSM. At a minimum, vendor data shall be licensed to be conflated to OSM segmentation. Vendors should provide documentation with respect to OSM segmentation support (either current or planned) as part of the RFP response.	HD	
1.7.3	The Vendor may provide finer granularity link definitions – suggested granularity of one mile for freeways, and up to 0.3 miles for complex urban arterials. Vendor response should fully describe any higher definition segmentation, the extent to which such segmentation is open-source, uses static or dynamic referencing, and frequency of map updates.	HD	
1.7.3	The Vendor may provide data in a member provided Base Map that conforms to the CWGP or the OpenLR protocol	D	
1.7.4	Ramps shall be reported as separate links	M	
1.7.5	The Vendor shall provide traffic data for new or improved facilities within six (6) months of roadway open to traffic. Vendor shall describe process for obtaining/reporting such data as part of RFP response.	M	
1.7.6	The Vendor may provide traffic data for new or improved facilities within four (4) weeks of roadway open to traffic. Describe process for obtaining.	HD	

74

Overlapping Needs

Data Attribute	GDOT Planning	GDOT OTD	GDOT OPS	GDOT Safety	ARC	SRTA
Comparative Speed						
Speed Limit (Actual)						
Speed Limit (Estimated)						
Confidence Score						
Real-time Speed and Travel Time						
Historic Speed (i.e., expected speed for the current time of day and day of week)						
Comparative Speed (i.e., current speed as compared to historical speed for time of day and day of week)						
Minor Arterials						
Non-segregated Special Use Lanes (e.g., HOV Lanes)						
Local Roads						
Fine Granularity Road Segments (e.g., maximum length 1 block)						
Data for New Roads Available Immediately						
Allowed to Conflate to Open Street Maps						
GIS File Provided						
Map Updates Limited to Once Every 3 Months						
Map Updates Limited to Once Every 6 Months						
Map Updates Limited to Once Every 12 Months						
Previous Map Supported for Additional 12 months						

Legend

= Attribute emphasis = Mandatory = Desirable

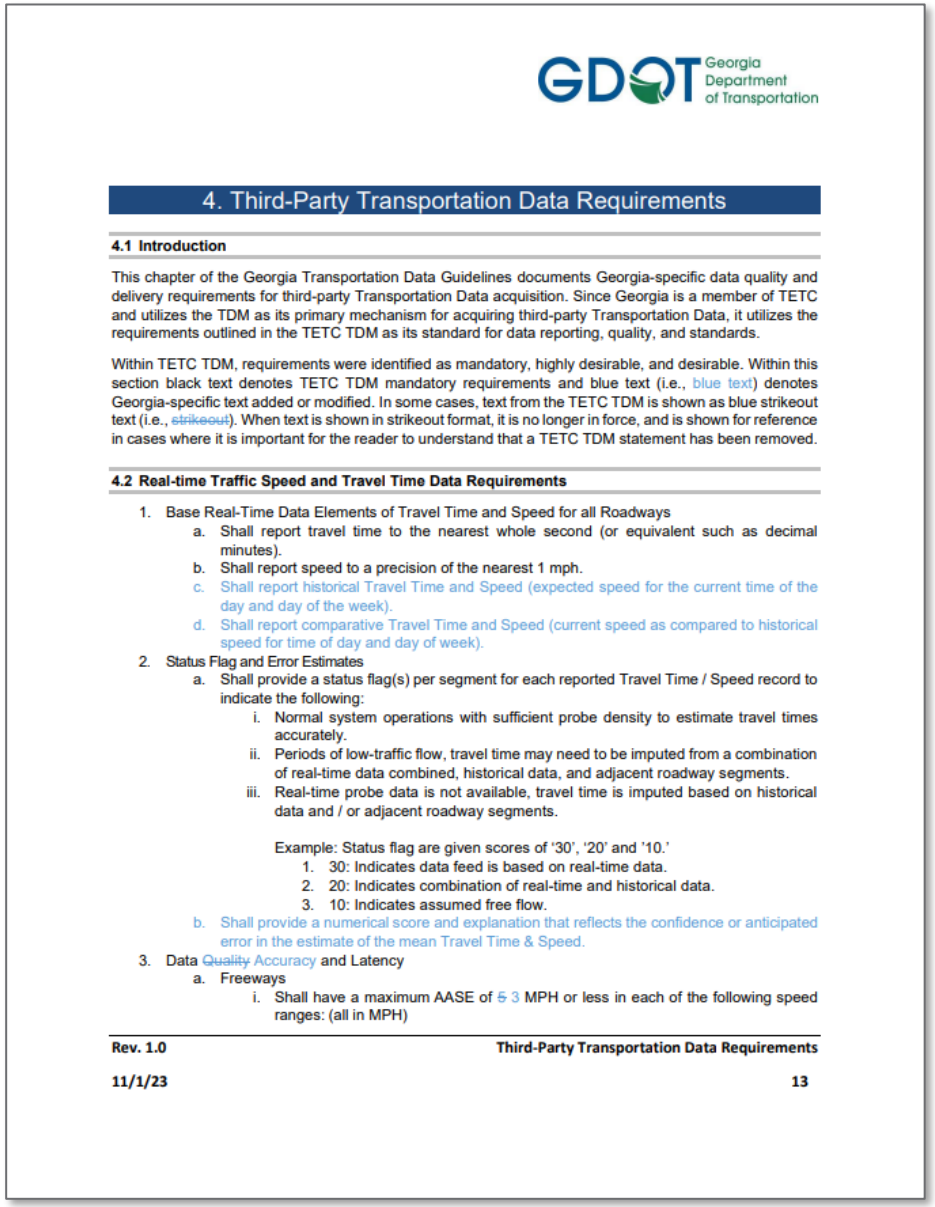
Vendor Impact

Item	Description	Priority	GDOT Requi	Vendor 1		Vendor 2		Vendor 3		Vendor 4		Vendor 5	
CORE TRAFFIC DATA – ITEM 1				Y/N	Full response	Y/N	Full response	Y/N	Full response	Y/N	Full response	Y/N	Full response
REAL TIME TRAFFIC SPEED AND TRAVEL TIME													
1.0 Real-Time Travel Time & Speed Data													
1.1.5	**Quality Indicator** The Vendor may provide a numerical score that reflects the confidence or anticipated error in the estimate of the mean Travel Time & Speed. The intent is to provide a measure similar in concept to the standard error in the estimate of the mean. The method used to generate a numerical score for quality may be dependent on the type of technology and type of processing. Vendor should provide explanation of the quality metric.	HD	Yes	Yes	[redacted]	Yes	[redacted]	Yes	[redacted]	Yes	[redacted]	Yes	[redacted]
1.1.6	**Sample size** The Vendor may provide the sample size (such as the number of base probes) for a given time frame (such as the number of observed probes in a 15-minute period).	D	No	No	[redacted]	Yes	[redacted]	Yes	[redacted]	No	[redacted]	No	[redacted]
1.2. Additional Data Feed Elements or APIs for all													
1.2.1	**Posted speed limit for the roadway segment** The Vendor may provide this attribute as part of the travel time data feed or as static information as part of the Base Map.	HD	Yes	Yes	[redacted]	Yes	[redacted]	No	[redacted]	Yes	[redacted]	No	[redacted]

Building GA-Specific Specs

GDOT and ARC built upon existing TETC requirements with the following approach:

- Black text denotes TETC TDM mandatory requirements
- Blue text (i.e., blue text) denotes Georgia-specific text added or modified.
- In some cases, text from the TETC TDM is shown as blue strikeout text (i.e., ~~strikeout~~). When text is shown in strikeout format, it is no longer in force, and is shown for reference in cases where it is important for the reader to understand that a TETC TDM statement has been removed



GDOT Georgia Department of Transportation

4. Third-Party Transportation Data Requirements

4.1 Introduction

This chapter of the Georgia Transportation Data Guidelines documents Georgia-specific data quality and delivery requirements for third-party Transportation Data acquisition. Since Georgia is a member of TETC and utilizes the TDM as its primary mechanism for acquiring third-party Transportation Data, it utilizes the requirements outlined in the TETC TDM as its standard for data reporting, quality, and standards.

Within TETC TDM, requirements were identified as mandatory, highly desirable, and desirable. Within this section black text denotes TETC TDM mandatory requirements and blue text (i.e., blue text) denotes Georgia-specific text added or modified. In some cases, text from the TETC TDM is shown as blue strikeout text (i.e., ~~strikeout~~). When text is shown in strikeout format, it is no longer in force, and is shown for reference in cases where it is important for the reader to understand that a TETC TDM statement has been removed.

4.2 Real-time Traffic Speed and Travel Time Data Requirements

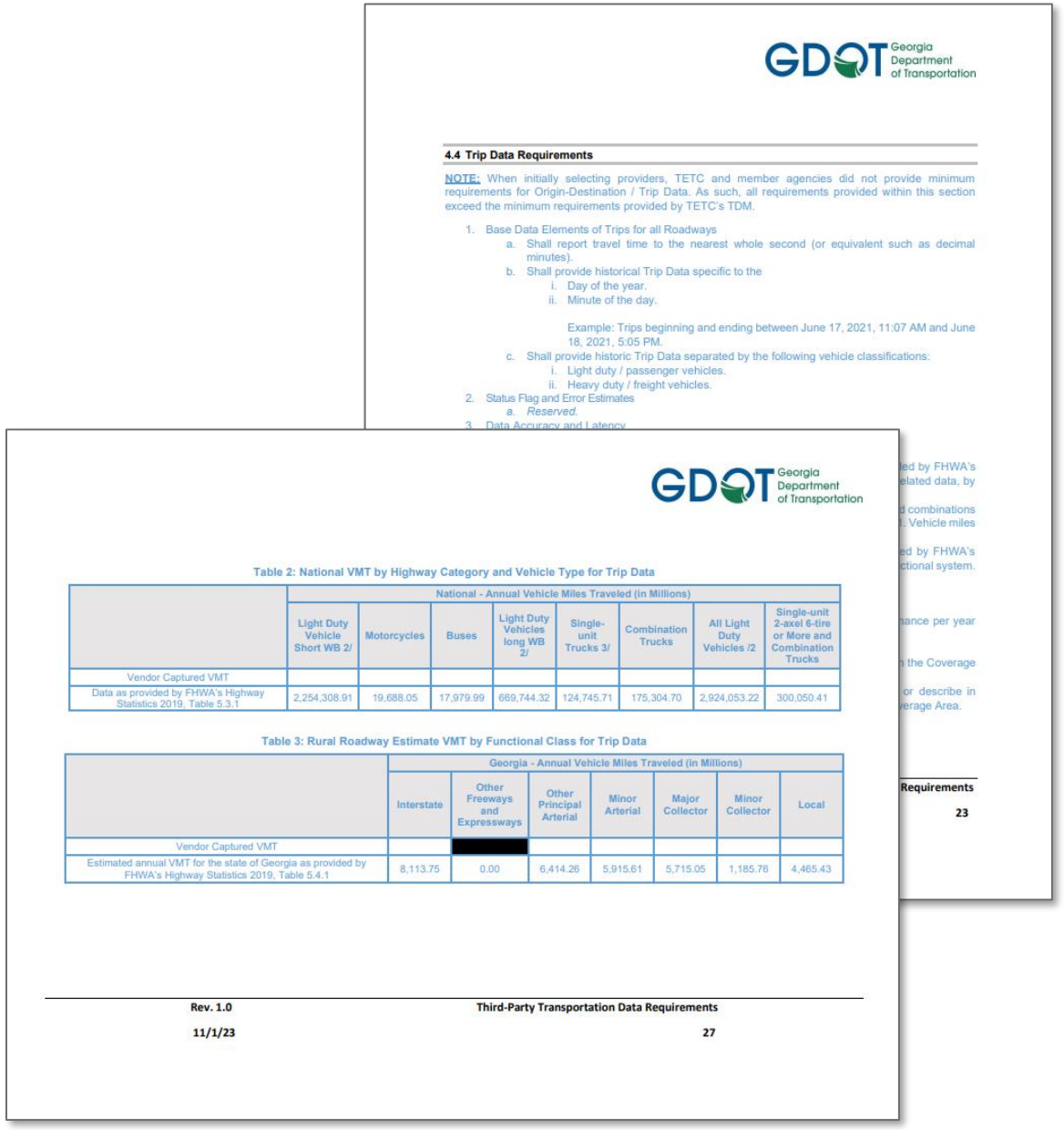
1. Base Real-Time Data Elements of Travel Time and Speed for all Roadways
   a. Shall report travel time to the nearest whole second (or equivalent such as decimal minutes).
   b. Shall report speed to a precision of the nearest 1 mph.
   c. Shall report historical Travel Time and Speed (expected speed for the current time of the day and day of the week).
   d. Shall report comparative Travel Time and Speed (current speed as compared to historical speed for time of day and day of week).
2. Status Flag and Error Estimates
   a. Shall provide a status flag(s) per segment for each reported Travel Time / Speed record to indicate the following:
      i. Normal system operations with sufficient probe density to estimate travel times accurately.
      ii. Periods of low-traffic flow, travel time may need to be imputed from a combination of real-time data combined, historical data, and adjacent roadway segments.
      iii. Real-time probe data is not available, travel time is imputed based on historical data and / or adjacent roadway segments.

      Example: Status flag are given scores of '30', '20' and '10.'
      1. 30: Indicates data feed is based on real-time data.
      2. 20: Indicates combination of real-time and historical data.
      3. 10: Indicates assumed free flow.
   b. Shall provide a numerical score and explanation that reflects the confidence or anticipated error in the estimate of the mean Travel Time & Speed.
3. Data ~~Quality~~ Accuracy and Latency
   a. Freeways
      i. Shall have a maximum AASE of ~~5~~ 3 MPH or less in each of the following speed ranges: (all in MPH)

Building GA-Specific Specs

Created updated requirements for the following datasets:

- Real-Time Speed / Travel Time
- Volume Estimation
- Origin-Destination / Trip
- Waypoint / Telematics / Connected Vehicle



GDOT Georgia Department of Transportation

4.4 Trip Data Requirements

NOTE: When initially selecting providers, TETC and member agencies did not provide minimum requirements for Origin-Destination / Trip Data. As such, all requirements provided within this section exceed the minimum requirements provided by TETC's TDM.

1. Base Data Elements of Trips for all Roadways
   a. Shall report travel time to the nearest whole second (or equivalent such as decimal minutes).
   b. Shall provide historical Trip Data specific to the
      i. Day of the year.
      ii. Minute of the day.

      Example: Trips beginning and ending between June 17, 2021, 11:07 AM and June 18, 2021, 5:05 PM.
   c. Shall provide historic Trip Data separated by the following vehicle classifications:
      i. Light duty / passenger vehicles.
      ii. Heavy duty / freight vehicles.
2. Status Flag and Error Estimates
   a. *Reserved.*
3. Data Accuracy and Latency

GDOT Georgia Department of Transportation

Table 2: National VMT by Highway Category and Vehicle Type for Trip Data

	National - Annual Vehicle Miles Traveled (in Millions)							
	Light Duty Vehicle Short WB 2/	Motorcycles	Buses	Light Duty Vehicles long WB 2/	Single-unit Trucks 3/	Combination Trucks	All Light Duty Vehicles /2	Single-unit 2-axel 6-tire or More and Combination Trucks
Vendor Captured VMT								
Data as provided by FHWA's Highway Statistics 2019, Table 5.3.1	2,254,308.91	19,688.05	17,979.99	669,744.32	124,745.71	175,304.70	2,924,053.22	300,050.41

Table 3: Rural Roadway Estimate VMT by Functional Class for Trip Data

	Georgia - Annual Vehicle Miles Traveled (in Millions)						
	Interstate	Other Freeways and Expressways	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Vendor Captured VMT		[redacted]					
Estimated annual VMT for the state of Georgia as provided by FHWA's Highway Statistics 2019, Table 5.4.1	8,113.75	0.00	6,414.26	5,915.61	5,715.05	1,185.76	4,465.43

Rev. 1.0 11/1/23 Third-Party Transportation Data Requirements 27

Building Additional Guidance

GDOT and ARC also created general guidance for

- Dataset Implementation / Transition
- Data Ownership, Sharing, and Licensing

Purpose:

- Ensure principles espoused by TETC are captured on a state and regional level.
- Provide consistency for data acquisitions needed outside of TETC TDM

GDOT Georgia Department of Transportation

6. Transportation Data Implementation and Transition

6.1 Introduction

This chapter of the Georgia Transportation Data Guidelines provides a guide designed to outline the

GDOT Georgia Department of Transportation

7. Data Ownership, Sharing, and Licensing Requirements

7.1 Introduction

This chapter of the Georgia Transportation Data Guidelines documents Georgia-specific data ownership, sharing, and licensing guidelines for third-party Transportation Data acquisition. It is the intent of these guidelines to secure for Data Licensees nonexclusive licenses that can be used to reproduce, use, distribute, and make derivative works based on the Transportation Data provided by Data Licensor consistent with Data Licensees' transportation management, design, operations, and planning responsibilities. Further, it is the intent of the guidelines to create common licensing terms across Data Licensors in the state of Georgia.

Since Georgia is a member of TETC and utilizes the TDM as its primary mechanism for acquiring third-party Transportation Data, it utilizes the ownership, sharing, and licensing requirements outlined in TETC's TDM as a minimum standard. If third-party data is purchased from a source outside of TETC's TDM, these guidelines shall be utilized when developing contractual requirements.

7.2 Data Licensee Requirements

Data Licensee shall certify that it is one of the following:

1. A government entity within the state of Georgia having jurisdictional, operational, or planning authority over a roadway network within Georgia and has executed a DUA with GDOT.
2. A Subcontractor under contract to a government entity that has an executed DUA with GDOT and is authorized by said government entity to access / use the Licensed Data. Subcontractor shall provide a list of staff members that require access to the Transportation Data.

7.3 Grant of License

Data Licensor shall certify that:

1. Data Licensee is provided a nonexclusive, unlimited user license for Transportation Data that is consistent with Data Licensee's traffic management, design, operations, public safety, policy making, planning, and validation / quality control / quality assurance responsibilities. This shall include the ability to:
   a. Reproduce.
   b. Use.
   c. Disseminate through the following applications consistent with responsibilities related to transportation management and operations:
      i. Operations centers management systems.
      ii. Supported websites.
      iii. Web services.
      iv. Social media.
      v. Smart phone applications.
      vi. 511.
   d. Create derivative works that include:

Rev. 1.0 Data Ownership, Sharing, and Licensing Requirements

11/1/23 46

Leveraging Partnerships

Utilize The Eastern Transportation Coalition's (TETC) Transportation Data Marketplace (TDM) to acquire:

- Travel Time & Speed
- Origin Destination
- Waypoint

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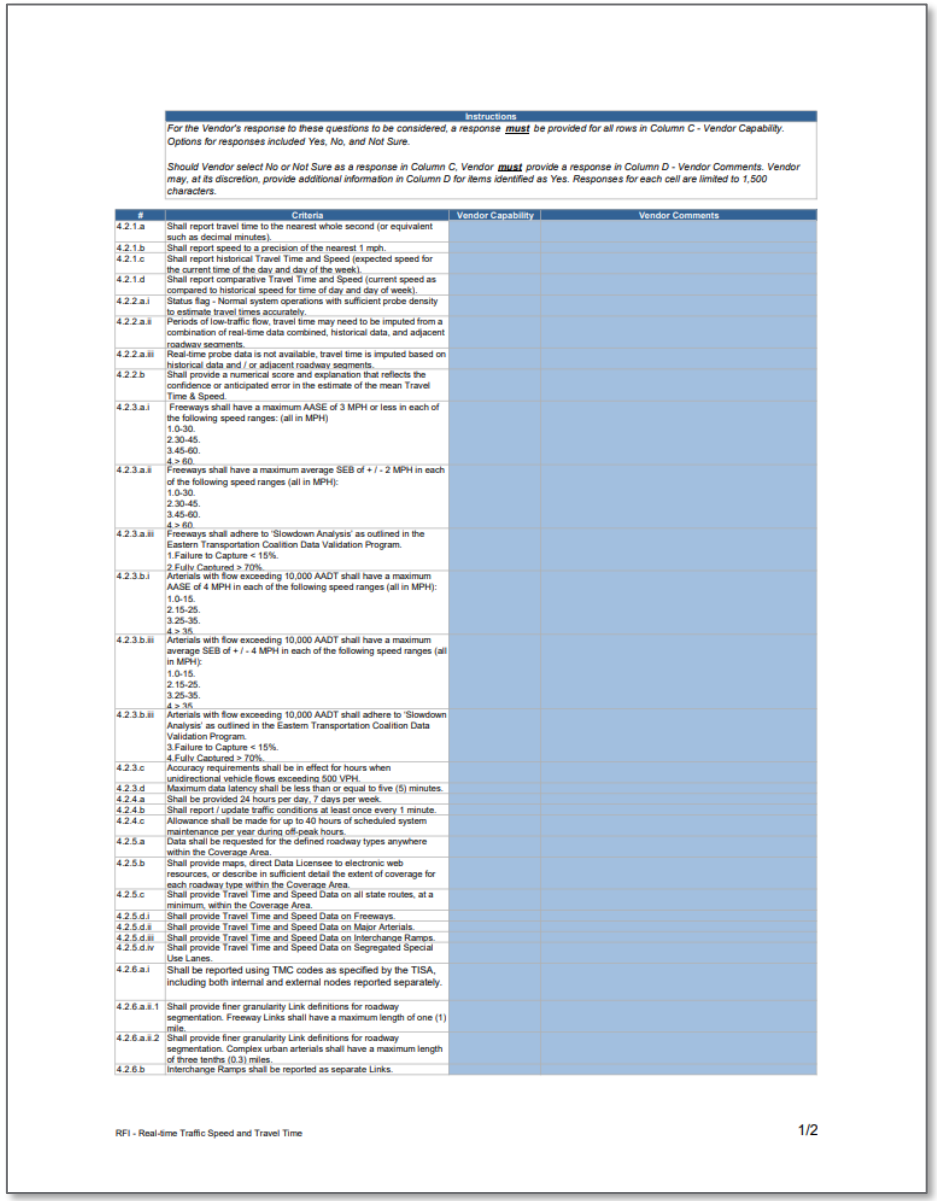
Understanding the Current Market

To make a well-informed decision, GDOT and ARC issued an RFI to TETC TDM vendors to ascertain:

- Impacts of additional requirements
- Fluctuations in overall market
- Capability improvements since RFP release

To reduce burden of responding and ensure a full understanding, GDOT developed dataset-specific templates for vendors to use.



Instructions

*For the Vendor's response to these questions to be considered, a response **must** be provided for all rows in Column C - Vendor Capability. Options for responses included Yes, No, and Not Sure.*

*Should Vendor select No or Not Sure as a response in Column C, Vendor **must** provide a response in Column D - Vendor Comments. Vendor may, at its discretion, provide additional information in Column D for items identified as Yes. Responses for each cell are limited to 1,500 characters.*

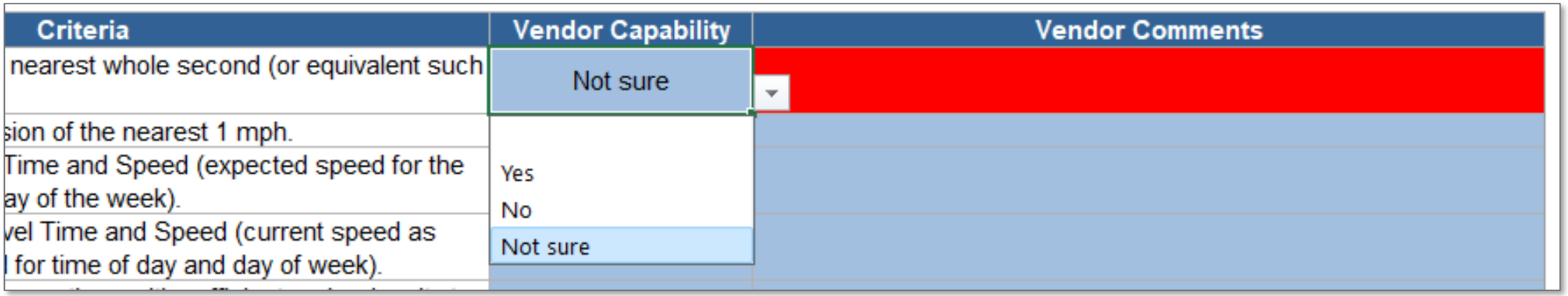
#	Criteria	Vendor Capability	Vendor Comments
4.2.1.a	Shall report travel time to the nearest whole second (or equivalent such as decimal minutes).		
4.2.1.b	Shall report speed to a precision of the nearest 1 mph.		
4.2.1.c	Shall report historical Travel Time and Speed (expected speed for the current time of the day and day of the week).		
4.2.1.d	Shall report comparative Travel Time and Speed (current speed as compared to historical speed for time of day and day of week).		
4.2.2.a.i	Status flag - Normal system operations with sufficient probe density to estimate travel times accurately.		
4.2.2.a.ii	Periods of low-traffic flow, travel time may need to be imputed from a combination of real-time data combined, historical data, and adjacent roadway segments.		
4.2.2.a.iii	Real-time probe data is not available, travel time is imputed based on historical data and / or adjacent roadway segments.		
4.2.2.b	Shall provide a numerical score and explanation that reflects the confidence or anticipated error in the estimate of the mean Travel Time & Speed.		
4.2.3.a.i	Freeways shall have a maximum AASE of 3 MPH or less in each of the following speed ranges: (all in MPH) 1.0-30. 2.30-45. 3.45-60. 4.> 60.		
4.2.3.a.ii	Freeways shall have a maximum average SEB of + / - 2 MPH in each of the following speed ranges (all in MPH): 1.0-30. 2.30-45. 3.45-60. 4.> 60.		
4.2.3.a.iii	Freeways shall adhere to 'Slowdown Analysis' as outlined in the Eastern Transportation Coalition Data Validation Program. 1.Failure to Capture < 15%. 2.Fully Captured > 70%.		
4.2.3.b.i	Arterials with flow exceeding 10,000 AADT shall have a maximum AASE of 4 MPH in each of the following speed ranges (all in MPH): 1.0-15. 2.15-25. 3.25-35. 4.> 35.		
4.2.3.b.iii	Arterials with flow exceeding 10,000 AADT shall have a maximum average SEB of + / - 4 MPH in each of the following speed ranges (all in MPH): 1.0-15. 2.15-25. 3.25-35. 4.> 35.		
4.2.3.b.iii	Arterials with flow exceeding 10,000 AADT shall adhere to 'Slowdown Analysis' as outlined in the Eastern Transportation Coalition Data Validation Program. 3.Failure to Capture < 15%. 4.Fully Captured > 70%.		
4.2.3.c	Accuracy requirements shall be in effect for hours when unidirectional vehicle flows exceeding 500 VPH.		
4.2.3.d	Maximum data latency shall be less than or equal to five (5) minutes.		
4.2.4.a	Shall be provided 24 hours per day, 7 days per week.		
4.2.4.b	Shall report / update traffic conditions at least once every 1 minute.		
4.2.4.c	Allowance shall be made for up to 40 hours of scheduled system maintenance per year during off-peak hours.		
4.2.5.a	Data shall be requested for the defined roadway types anywhere within the Coverage Area.		
4.2.5.b	Shall provide maps, direct Data Licensee to electronic web resources, or describe in sufficient detail the extent of coverage for each roadway type within the Coverage Area.		
4.2.5.c	Shall provide Travel Time and Speed Data on all state routes, at a minimum, within the Coverage Area.		
4.2.5.d.i	Shall provide Travel Time and Speed Data on Freeways.		
4.2.5.d.ii	Shall provide Travel Time and Speed Data on Major Arterials.		
4.2.5.d.iii	Shall provide Travel Time and Speed Data on Interchange Ramps.		
4.2.5.d.iv	Shall provide Travel Time and Speed Data on Segregated Special Use Lanes.		
4.2.6.a.i	Shall be reported using TMC codes as specified by the TISA, including both internal and external nodes reported separately.		
4.2.6.a.ii.1	Shall provide finer granularity Link definitions for roadway segmentation. Freeway Links shall have a maximum length of one (1) mile.		
4.2.6.a.ii.2	Shall provide finer granularity Link definitions for roadway segmentation. Complex urban arterials shall have a maximum length of three tenths (0.3) miles.		
4.2.6.b	Interchange Ramps shall be reported as separate Links.		

RFI - Real-time Traffic Speed and Travel Time 1/2

Vendor Response – Sheet 1

Provide response for all rows in Column C - Vendor Capability. Options for responses included Yes, No, and Not Sure.

Should Vendor select “No” or “Not Sure” as a response in Column C, Vendor ***must*** provide a response in Column D - Vendor Comments. Vendor may, at its discretion, provide additional information in Column D for items identified as Yes. Responses for each cell are limited to 1,500 characters.



Vendor Response – Sheet 2

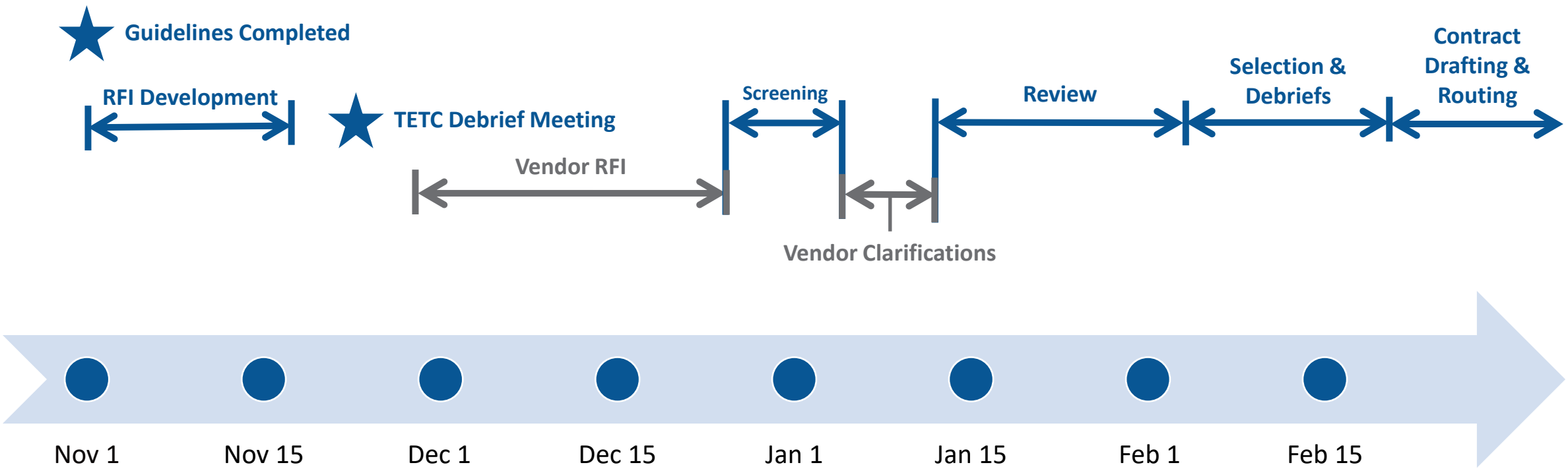
Provide a response for all highlighted cells in “Vendor Response” columns. Responses for each cell are limited to 2,000 characters.

This section is intended to be more free-form and help GDOT and ARC better differentiate the vendors.

Technical Criteria	Vendor Response										
Shall provide the number of directional miles of Travel Time / Speed Data available for both real-time and historical analysis use validated for us by TETC or CATT Laboratory.											
Shall provide information detailing the Link resolution within Georgia. This information shall be gathered from the highest resolution data feed being offered. For each roadway classification, provide the distribution of the Link length in tenth (0.1) mile bins.	# of Miles in Each Bin										
	0.0 - 0.1	>0.1 - 0.2	>0.2 - 0.3	>0.3 - 0.4	>0.4 - 0.5	>0.5 - 0.6	>0.6 - 0.7	>0.7 - 0.8	>0.8 - 0.9	>0.9 - 1.0	>1.0
Interstate											
Other Freeways and Expressways											
Other Principal Arterials											
Minor Arterials											
Major Collectors											
Minor Collectors											
Local Roads											

Responses & Next Steps

Timeline


Guidelines Completed
RFI Development
TETC Debrief Meeting
Vendor RFI
Screening
Vendor Clarifications
Review
Selection & Debriefs
Contract Drafting & Routing
Nov 1
Nov 15
Dec 1
Dec 15
Jan 1
Jan 15
Feb 1
Feb 15

Challenges

1. Increasing number of vendors and datasets
2. Developing applicable data validation approaches to check “black box” solutions
3. Impacts of national and global privacy laws
4. Storing and querying datasets

Questions?

Wrap Up and Thank You

Sheryl Bradley
TSMO Program Director
The Eastern Transportation Coalition

THE EASTERN TRANSPORTATION COALITION

CONNECTING FOR SOLUTIONS

THANK YOU

Sheryl Bradley

TSMO Program Director

sbradley@tetcoalition.org