The Eastern Transportation Coalition
RITIS User Group Web Meeting – September 4, 2025
Question and Answer Summary

RITIS User Group Meeting Presentations Questions

Presentations:

Sparks Intelligent Corridors – Alex Wolfson

NCTCOG TDM Work – Gregory Jordan

RITIS Updates – Michael Pack and Charles Lattimer

Q: **Zoe Neaderland (Vermont AOT):** I'd be interested in hearing more on the use of big data for travel model updates. Vermont Agency of Transportation has some experience with this.

A: Gregory Jordan (University of Maryland CATT Lab): Hi Zoe, I am working with several other agencies also updating their models. Let's keep in touch and I can share w/ you what others are doing as I learn about them.

Q: **Andrew Nichols (Virginia DOT):** Is KH Traction using the same travel time data as RITIS - INRIX XD? If so, are they pulling from the INRIX API? It is my understanding that RITIS does some additional processing of that data, so I'm curious if it is the same.

A: Michael Pack (University of Maryland CATT Lab): RITIS does not process/change provider data for any form of live use. We also maintain the "as-provided" data in its original form in our archived analytics. You can choose to aggregate those data to different time intervals if desired, but we don't do that for any form of "live" data.

Q: **Ben Chaney (Oregon DOT):** Alex: Which INRIX data product are you using for the travel time monitoring? You mentioned early "trajectory data" which I assume is vehicle-level and discussed pushing data back to CVs with virtual DMS. But the trigger data (corridor travel time) seems like it would be adequate to use segment-based travel times ("INRIX real time traffic speeds/travel times"). If you used the vehicle-level data, do you have a sense of how well the project would work with segment-level input data? Thanks!

A: Question and answer live by Alex Wolfson, Washoe County

Q: **Anonymous Attendee:** Does Florida DOT have access to Trip Analytics?

A: Michael Pack (University of Maryland CATT Lab): THEA has procured Trips Data for Hillsborough County. FDOT has not.

Q: **Anonymous Attendee:** Weather data question regarding snow. Does it include accumulation vs. melting snow? Is it all sticking?

A: Michael Pack (University of Maryland CATT Lab): While some of the RWIS stations can detect this, for the majority of the country and roadways, it's not possible for us to automatically detect how much is actually sticking/accumulating. So, the road weather data we have only shows the precipitation "rate" that is falling on the roadway. Related to this question, we do have the ability to overlay dashcam images from trucks in the congestion scan tool. Some agencies are using this to evaluate winter weather road conditions. You essentially get to see a driver's eye view of how much snow is on the road. There are talks about using machine vision to quantify the accumulation but automating that is still a ways away for us. Right now, you just have to visually inspect.

Q: **Sanhita Lahiri (Virginia DOT):** Is there a limitation on the duration of the Work Zone? e.g. less than some amount of hours will not be featured here?

A: Michael Pack (University of Maryland CATT Lab): There shouldn't be any limitation. That said, this tool probably won't work well for mobile work zones that are constantly moving at a semi-fast rate down the roadway. The work zones need to be relatively fixed position.

Q: **Anonymous Attendee:** Is the intersection analysis tool part of Trip Analytics? And, does FDOT has access to it?

A: Michael Pack (University of Maryland CATT Lab): The Signal Analytics tool is not a part of Trip Analytics. It uses specialized data from high ping-rate vehicles. I'm not sure if FDOT uses it. Charles can let you know. Please write to him directly. lattimer@umd.edu

Q: **Anonymous Attendee:** Is there any integration with Sidra or Synchro to help set input?

A: Charles Lattimer (University of Maryland CATT Lab): There is currently no direct integration with Sidra or Synchro.

Q: **Sayeed Mallick (Southeast Michigan Council of Governments):** When Signal analytics would be ready to use

A: Michael Pack (University of Maryland CATT Lab): It's live today but requires specialized data. Your agency has to purchase that data to enable signal analytics.