

Q&A RITIS UG Meeting – 12/4/25

RITIS Enhancement and Updates Session (Michael Pack)

Jonathan Koopmann

Q: Is the recent mobile video data only from trucks? Thinking about coverage on parkways (restricted to trucks).

A: The mobile dashcams are only from commercial vehicles (usually trucks, dump trucks, and certain delivery vehicles). There are fewer privacy issues with pulling these images from commercial vehicles.

Q: Also who is the provider for the mobile video data?

A: Vizzion is the provider we're currently working with.

Gil Grodzinsky

Q: Too bad too anonymized to see vehicle type (comb truck, vs single truck vs. car vs. truck)

A: Agreed. There are other data sources that can provide some of that data, but it's difficult to track what's behind the cab.

Simona Babiceanu

Q: Michael, do you have any info on data vendors? What do you mean "they will disappear after 5 minutes"? Thanks

A: We are able to show live movements from both Arity and Compass IoT. For privacy purposes, we're only allowed to continuously track the Arity vehicles for 5-10 minutes. So, these data are not really useful for O-D trip analytics. It's better suited for real-time monitoring, signal performance measures, and speed-type measurements.

Shawn Turner

Q: How soon will CATT Lab be doing Outer Space Analytics? ;-)

A: We boldly go.... :) There are efforts underway to ingest certain satellite-based data feeds. More to come on that later.

Bob Frey – MassDOT

Comment: Huge shout out to Michael and his team at the CATT Lab for all of this great work. These enhanced features in RITIS are amazing, with more on the way – but of course, it all costs money – LOTS of money – to keep it all going. DOTs can use different sources to contribute to our pooled fund, including federal SPR, and other public agencies like MPOs can contribute funds as well.

Benefits of contributing? Your agency will have a very influential say in prioritizing which improvements get developed going forward. Please let me (bob.frey@dot.state.ma.us) or Michael (packml@umd.edu) know if you might be interested in contributing.

Spotlight Presentations

Work with RITIS Probe Data Analytics – Uijeong “UJ” Hwang

Harun Rashid

Q: Maybe you’ll talk about it, but can you talk some about how you decided to use Selenium? Did you consider using the RITIS APIs?

A: We looked into the RITIS API documentation but the main reason for not using it was the plugs.

RITIS Signal Analytics to Improve Traffic Signal Timing – Allyson Richey

Ben Chaney

Q: Is "Rest in Red" applied to all kinds of corridors, or are there limits - such as only city jurisdiction?

A: No knowledge that there is. Does not make sense from an engineering perspective.

Q: To clarify, is it a policy possibility on all corridors - not necessarily is it implemented everywhere, but would it be allowed anywhere?

A: No

Also for the Rest in Red: did you have a minimum # of samples (or other data quality threshold)?

A: Starts to flag the data on less than 10....did see data points of 1. Sample size should be 30, not really going for that.

Anonymous Attendee

Comment: This project (rest in red) will be a good future research project on driver compliance with the red lights (once word gets around on purpose) and potential spillover on the non-compliance to other corridors.

Jim Boerner

Q: Will the Truck Parking app be available for all NPMRDS pool-funded users?

A: Not used in NPMRDS data, it's a subset of truck data, have to be purchasing the data from one of the freight companies that are out there.