



Spotlight 1 Questions – Data Enforced: An Exploratory Analysis on the Impacts of Automated Speed Enforcement in the District of Columbia:

Q1: Mena Lockwood (VDOT): Do you see the same reductions where the posted speed limit is lower (like 25 and 35 MPH)?

A: Awad Abdelhalim (District DOT): Yes – we looked at those and we see similar reduction, but the reduction is not as evident as locations where drivers were traveling 20MPH higher than the speed limit. In 50MPH posted zones, drivers were traveling well above 70MPH, so you see very significant reductions. Most of the locations we are enforcing have 25 and 35 MPH posted speed limits, but mostly people are driving 30-35MPH in 25MPH zones, so you still see reduction. And this isn't necessarily year-to-year, it's also quarter-to-quarter and month-to-month we see speed reductions happening. There are some other locations within DC (K Street Tunnel, 3rd Street Tunnel) which are enforcing 25MPH but the speeds on both tunnels prior to enforcement were significantly higher.

Q2: Mena Lockwood (VDOT): Did that whisker plot represent just one TMC?

A: Awad Abdelhalim (District DOT): This is one TMC.

Q3: Mena Lockwood (VDOT): How many fatalities were speed related?

A: Awad Abdelhalim (District DOT): I don't have that number in the back of my head – but it's tricky. In an arterial in 25 MPH where people driving 35 MPH, accidents could certainly be speed related in that context but they are not reported as speed related by officers. We can't find the number from the data we have but it's tricky because speed is underreported in this case.

Spotlight 2 Questions – PennDOT: Using the PDA Suite for Holiday Travel: Operations and Traveler Information:

Q4: Simona Babiceanu (VDOT): What do you mean by previous two years? For example, for 2019 you would have a map for 2018 and one for 2017 or are they merged somehow?

A: Scott Benedict (PennDOT): We provide 2017 and 2018 so if there was some major incident in 2018, you'd see that 2018 incident separately from 2017 traffic.

Q5: Jesse Buerk (DVRPC): How much lead time do you need to prepare these analyses, and how did you identify some of these historical issues? Was that your effort or other staff at TMCs?

A: Scott Benedict (PennDOT): It started in 2016 as something I identified as a consistent trend going back five years while I was preparing for the Thanksgiving holiday traffic report looking at I-78/I-81 traffic. We consistently saw it every year. We identified it was going to happen so we asked what could be done to help manage it. The first



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time we involved our statewide TMC and they looked region by region for historical trends and the congestion scan, then reached out to our RTMCs and worked with them to identify various mitigation measures. The first time we undertook this effort it was a few months before the holiday, but each year now we're getting more efficient and it only begins about a month before the holiday now. We've also done the traffic report for other holidays as well.

Q6: Ramkumar Venkatanarayana (VDOT): In that last slide, the TMC length seems to be around 12 miles. Could you please confirm?

A: Scott Benedict (PennDOT): Correct. I-80 is a rural highway, so it's somewhere between 10-12 miles. It's a long TMC.

RITIS and PDA Suite Feature Questions:

Q7: Christian Matthews (RPC): Is there a documented process to get updated volumes to you?

A: Michael Pack (UMD CATT Lab): Yes, you can start here:

<https://nprmrd.s.ritis.org/analytics/help/#data-types/providing-your-volume-data>

Q8: Jesse Buerk (DVRPC): What do you need to ingest transit feeds? Do you need an RSS feed, or agreements to be signed?

A: Michael Pack (UMD CATT Lab): We can easily ingest GTFS static and GTFS real-time data feeds as part of RITIS contracts with agencies. If there's a custom transit feed, that may be something we'd need to explore further. Sometimes agencies publish GTFS feeds, sometimes they hide them, so we need agency help finding them. Agreements would be up to the data provider – we'd rather not sign them.

Q9: Zoe Neaderland (Vermont AOT): What is the lowest threshold for AADTs that archived operations data is considered useful these days? Is the focus a year of data? Is there any new guidance?

A: Michael Pack (UMD CATT Lab): The guidance needs to be updated because the instructions given prior to this are no longer relevant. All providers have been increasing their probe data penetration rates and the data is better than it's ever been.

A: Denise Markow (I-95CC): The original was an arterial report published in 2015. Zach Vander Laan (UMD CATT) has updated it for 2019. The Coalition is planning on releasing it in the next two weeks. Based on this new report, "...within the observed range of observed road conditions – particularly 0-3 traffic signals per mile and above 20k AADT, all three vendors typically perform at a level that is suitable for planning and many operational applications. This is a noticeable improvement from the results shared in the previous report, where performance was more closely linked to road characteristics and degraded significantly for signal densities over 2 signals per



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mile." (NOTE: This report is now available on the Coalition website on the VPP Marketplace page, on the Data Validation tab.)

Denise also noted that on Nov 21, 2019, a webinar on TDADS (Transportation Disaster and Disruption Statistics) will be held – anyone interested in participating can send an email to dmarkow@i95coalition.org for more information.

Q10: Ed Stylec (Baltimore Metropolitan Council): Anyone working with XD data within the PDA suite noticing segments that are missing data? Lots of greyed out segments in many of my queries.

A: Michael Pack (UMD CATT Lab): If you notice anything, please write to support (support@ritis.org). There are only a few states using XD data right now. For Ed - we are still backfilling most of the Maryland XD Data (it only went live a few months ago) which is why you're probably seeing gaps.

Q11: Ria Kulkarni (NVTA): How is data used for regional planning efforts and investment of transportation projects and system improvements at PennDOT?

A: Scott Benedict (PennDOT): We've been promoting it to our internal planning folks, DVRPC, and other external planning partners.

A: Jesse Buerk (DVRPC): We recently updated a set of criteria to evaluate new projects to add to our transportation improvement program or long-range plan. The evaluation looks at different areas like safety, land use, congestion, and tries to align them with federal performance measures as well as DVRPC's long-range plan. One of the things we use for analysis is PDA Suite planning time index. That helps us in evaluating between potential tradeoffs for projects like reliability at that location vs. reliability at the location of other candidate projects. We're also working on mapping that visualizes all that. We map where candidate locations of projects and planned projects. We went with planning time index because it gives us more coverage on our entire road network. We're a bi-state region with lots of roads on and off the NHS. If other folks are using the data, please share because other MPOs and DOTs would love to hear.