



General Questions:

[Holiday Travel Forecasting – Matt Glasser, Georgia DOT](#)

Q: Christian Matthews (Rockingham PC): Have you had to deal with skeptical members of the public? When we did this, we got some responses like “Why do I need this when I can use Google Maps?” Seems to be some disconnect with the public sometimes.

A: Matt Glasser (GeorgiaDOT): We try to get ahead of traffic sometimes. We focus on the positives and the things that we as agencies can do. We remind people that their tax dollars are being spent in a positive way – that we’re trying to make their commutes safer and with less delay each day. Google maps is a great tool and you should use it, but we have finer granularity data that you can’t see and that gives us the ability to find what congestion is coming in a mathematical and engineering way that you may not be aware of.

[RITIS Applications for the MDOT SHA – US-50 Study – Josh Coulson, Sabra & Associates for Maryland DOT](#)

Q: William Schiavi (SJTPO): AVL?

A: Matthew Glasser (Georgia DOT): Automated vehicle location

Q: William Schiavi (SJTPO): How can you get crowdsourcing data about pedestrians?

A: Matthew Glasser (Georgia DOT): There are actually several "connected" applications that are on the market now that allow users to act as a "connected pedestrian." In doing so, they can notify the signal of their arrival without having to manually activate the pedestrian detection. In addition, they provide data about that individual’s travel time in an anonymous way. However, they obviously require a user to download, install, and turn on the application. Most of the data sets that exist now - HERE, INRIX, TomTom, AirSage can get this information now, but they typically filter it out because it is seen as outlying data for vehicle travel times.

Q: Vaishali Shah (AEM): Were you able to validate the calibrated model with another set of dates based on modeling incidents?

A: Josh Coulson (Sabra & Associates): We could have used multiple dates, but we chose the single day because we felt that it was representative of typical conditions.



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Q: Gail Yazersky (NJDOT): Was there an intent to incorporate the bike/ped data into your VISSIM model?

A: Josh Coulson (Sabra & Associates): The US 50 study area is a freeway facility with no significant bike or ped activity.

Q: James Colyar (FHWA): Can you give a couple examples of the connected pedestrian applications you are referring to?

A: Matthew Glasser (GeorgiaDOT): We had AirSage filter their data set to find probe hits that were more in line with pedestrian speed. We then used that to determine potential locations for PHBs. I don't know how air sage collects its data, but most of the providers collect the data through location services from typical apps that an individual may have on their phone, such as Facebook. The connected application I'm most familiar with is called "Drive Safely."

[RITIS and PDA Suite Features – What's New & What's Coming – Michael Pack, UMD CATT Lab](#)

Q: Jesse Buerk (DVRPC): Michael - Does the tool update users if this issue with volumes [TMCs not being submitted with volumes] is occurring? If not, could it?

A: Michael Pack (UMD CATT Lab): That is a great suggestion and something we're working on for next month – there's going to be a warning for new volume data. After you run a user delay cost report, at the bottom will be a notes section about what parameters were used in your query, it'll say something like 'out of the 1000 selections used for your query, 50 don't have volume data and they are these TMCs'. That can be exported and sent to us.

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Q: Kelly Wells (NCDOT): What volumes do you use if agencies aren't providing volumes to you?

A: Michael Pack (UMD CATT Lab): If we don't have volumes those TMCs are left out. if it's only a few it's not a big deal, but there are some places where some roads have significant sections missing a lot of TMCs. Even if we do have volumes, perhaps the



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volumes are 4-5 years old so they'd need to be updated, since volumes change over time. We recommend updating the volumes annually.

Q: Kelly Wells (NCDOT): Are most agencies providing you HPMS volumes?

A: Michael Pack (UMD CATT Lab): We have a special format to provide it to us in. Most people use AADT from HPMS submittals and we create 15-minute volume profiles for that roadway. We need you to give us volumes per TMC segment.

Q: Simon Nwachukwu (NJDOT): When will the final NPMRDS data be ready for download (HPMS submissions this year)?

A: Justin Ferri (KMJ Consulting): Our final shapefiles should be ready hopefully in the fall - and then the data will be reprocessed for the new shapefile after that.

A: Rich Taylor (FHWA): NPMRDS data for 2018 is final in terms of submission of the 2018 metric data via HPMS on June 15th (if that is what you were asking).

Q: Michael Pack (UMD CATT Lab): If you have a nice use case for RITIS and want to share – let us know!

A: Ed Stylc (Baltimore Metro Council): We are working on a tool to overlay RITIS/PDA data with our Long-Range Plan/TIP projects to monitor and evaluate what is going on and if projects are successful.

A: Caroline Pecker (Maryland DOT-SHA): MDOT's Mobility Reports use RITIS to prioritize locations.

A: Matthew Glasser (Georgia DOT): We use PDA to track bottlenecks every month, determine signal operation adjustments, and identify locations for capital operational improvements.