



Vehicle Probe Project Committee Monthly Status Webcast October 22, 2008 Minutes

Participants – see attached

Agenda

	<i>Topic</i>	<i>Speaker</i>
1	Introductions and Welcome	Bill Stoeckert
2	Monitoring Web Site & Data Feed – Update <ul style="list-style-type: none">• Brief review of comments• Review of proposed release schedule• Interface Guide v2.2	Rick Schuman/ Jeff Summerson
3	Contractual Issues <ul style="list-style-type: none">• Data Use Agreement Status• Expansion Status	Kathy Frankle
4	TMC Code Status	Bob Rupert
5	Data Validation – Update	Stan Young
6	Agency Updates <ul style="list-style-type: none">• Data Use activities and plan• Expansion Plans	All
7	Review of Action Items from this call	Karen Jehanian
8	Next Meeting	Karen Jehanian

1. Welcome and Introductions

Bill Stoeckert opened the webcast at 10:00 a.m. by welcoming everyone and thanking those participating. The following is a summary of the discussion. The slide presentation and all Vehicle Probe (VP) Project information is available at: <http://www.i95coalition.net/i95/Projects/ProjectDatabase/tabid/120/agentType/View/PropertyID/107/Default.aspx> (Most documents are on the 'Highlights' page).

2. Web Site and Data Feed

Rick Schuman and Jeff Summerson reviewed some basic statistics on the project including the coverage area, number of registered users, and data feed and monitoring site availabilities for the 3rd quarter. Rick explained the dispensation process undertaken for initial monitoring site comments has been completed. Rick stated that the next monitoring site update (Release 1.1) is planned for October 28, 2008. Subsequent releases are planned to occur in 6 month cycles (Jan, July). Rick also explained that the monitoring site is designed to be used by operators and staff and has not been scoped or developed to be a public display tool. Regarding the Archives, he stated that it is not a data warehouse. In addition API calls are to be used for data validation. The archive is not intended to be the primary data source for validation.

Rick reviewed the themes for the Release 1.1. They include: help link/tab, bubble improvements, highlighting of TMC segment associated with bubble, addition of time stamp to the traffic page, performance improvements (bug fixes), and archive time.



Some items were discussed regarding the monitoring site. Rick explained that they are working on clearly displaying the interstate shields, as previously requested, but the task is more involved and hopefully will be completed for Release 2.0. A discussion arose regarding explanations that may be helpful to users for the information provided on the monitoring site and in the bubbles. Rick briefly reviewed the items being considered for Release 2.0 and stated that the issues mentioned during the webcast today may be added to that list.

Rick mentioned that INRIX has a contract to provide data to FDOT in the Florida panhandle region. He further noted that once data is being collected, it will also be available to the entire I-95 Corridor Coalition team.

A request was made for a list of vehicle probe project team members and how they are using or planning to use the data. A conversation followed as to where this information should be provided – the I-95 Corridor Coalition website or the Vehicle Probe monitoring site. Bill Stoeckert stated that he believes the information should be on the Coalition website and that the team will follow up on it.

Jeff Summerson and Karen Jehanian noted that the updated Project Interface Guide may be found on the Coalition website (on the Vehicle Probe Highlights page).

Actions:

- a. Determine where and how to provide a list of project team members and how they are using the data.
- b. Project team will review options for presenting explanations that may be helpful to users for the information provided on the monitoring site and in the bubbles.

3. Contractual Issues

Kathy Frankle reviewed the status of Data Use Agreements (DUAs) for the project team members. She noted that Pennsylvania is currently the only “core” state that has not signed a DUA. Kathy also reviewed the status of data expansion for member states. New Jersey is currently the only state that has expanded coverage but North Carolina is very close to finalizing their expansion. She noted that several other states have inquired about expanding the network in their area.

4. TMC Code Status

Bob Rupert reviewed the status of the TMC codes. He explained that Noblis, formerly Mitertek, is working on behalf of the USDOT to get an understanding of the depth and breadth of the TMC code mapping issue. He appreciates the members’ assistance in working with Noblis (Rick Glascoe) as they collect information and data for the project. Noblis has started to collect information from the project team members who have used the data feed. They will also be contacting each of project team members. Bob noted that they have some very preliminary results from Noblis on the research and that he should be able to provide some additional information by the next call.

5. Data Validation

Stan Young stated that Ali Haghani is running the data validation effort and thanked him for his efforts. Stan explained that the coalition’s plan for validation was to perform an initial validation in the first three months of operation. He noted that ground truth data was collected from July through September in Northern Virginia, Maryland, Delaware, and New Jersey. Data is scheduled to be collected in North Carolina and central Virginia in October and November. Stan explained that preliminary results have been compiled for Virginia, Maryland and Delaware which compare ground truth data with the INRIX data feed.



Stan stated that approximately 10,000 hours of data have been collected with 20 Bluetooth sensors. He noted that a document is available on the coalition web site describing Bluetooth technology. He explained that floating car data was collected along with the Bluetooth data, to serve as an additional source of ground truth data and to validate the Bluetooth data. Stan noted the cost for collecting floating car data is much greater than for Bluetooth data (at least 100 to 1). Stan noted that during part of the data collection, congestion (when traffic slows to less than 40 mph for 15 minutes) was observed on 76 occasions. The INRIX data service captured 75 of these events. The one event that was missed occurred during the night when traffic volumes were low. Stan presented graphs illustrating speed, score and detection rate for several locations in Northern Virginia, Maryland and Delaware. He explained to the group how the graphs are to be interpreted and explained what they illustrated. Stan explained that in their statistical comparison, the initial analysis shows that Northern Virginia falls within the 10 mph specification called for in the contract and that the analysis of Maryland and Delaware is still under review. He noted that a few issues are currently being investigated including false alarms and data lag. Stan reviewed examples of each for the committee. He also noted that most of the effort has been spent on the freeways and they have not completed the analyses of the arterials. However, for the arterials, Stan noted that the quality of the data seems to be proportional to the volume. Stan stated that the official report is in draft form and is planned to be published on November 10, 2008. He noted that INRIX has already used the results of the validation to discover and correct errors in their system. Stan also noted that while Bluetooth is a new technology it provides the opportunity for the INRIX data feed to be more precisely evaluated. This puts the INRIX data to a higher level of scrutiny than ever possible and, as a result, is another precedent setting factor of this project. Bill Stoeckert thanked Stan and reminded the committee that any questions regarding validation could be directed to Stan.

6. Agency Updates

Each member agency present was requested to give a status update related to their use of the VP data and/or expansion plans.

Virginia (Mena Lockwood) – They are working with UVA on a plan for travel time dissemination before they use the data.

Maryland (Egua Igbinosun) – They noted that they are planning to use the travel time information on DMS and in their new 511 system.

Delaware (Don Hass) – They currently log every two minutes from the API. Their Operations staff is evaluating the data as time permits. They are using the data to help determine incidents where they do not have sensors.

North Carolina (Karen Jehanian read JoAnn Oerter's prepared statement) – They signed an MOU on October 17, 2008 to extend coverage to the remainder of interstates in NC (approximately 970+ miles). They are placing Bluetooth sensors today along 95 to begin data validation for UMD. On November 5, 2008, they are planning to meet with their INRIX, NCDOT IT, PBS&J to discuss how to integrate into TIMS, NCDOT's travel information website, and 511. They are working with EIS to upgrade software needed to use the data to calculate and display Travel times on DMS. Finally, they plan to use the data for: Travel information, Incident management, Emergency management, and Incident detection.

Pennsylvania (Bob Pento) – They are in the final stages of execution for their 511 contract with Telvent. Notice to proceed is expected in early November. INRIX and



Cellint are the two data providers on the consultant team for their 511 contract. They are looking to use private data to supplement the public data for 511 and statewide traffic operations. They plan to use the 511 contract as the method to access the INRIX data. Bob further explained that the initial network (contracted for data service) includes 687 miles of urban interstates but could be expanded to include entire statewide interstate and freeway network and the Pennsylvania Turnpike. Phil asked if PennDOT is interested in having UMD validate their data. He stated that they are still working through those issues. PennDOT and UMD decided to discuss this issue further after the call.

7. Review of Actions Items

- a. Determine where and how to provide a list of project team members and how they are using the data.
- b. Project team will review options for presenting explanations that may be helpful to users for the information provided on the monitoring site and in the bubbles.

8. Next Meeting

The next meeting is tentatively scheduled for Wednesday, December 3, 2008 at 10:00 AM EST.

Any questions in the meantime should be directed to:

- Bill Stoeckert at 774.207.0367 or wstoeckert@yahoo.com
- Stan Young at 301.403.4593 or seyoung@umd.edu
- Rick Schuman at 407.298.4346 or rick@inrix.com
- Jeff Summerson at i95Support@inrix.com for questions or comments regarding the monitoring site
- DUA issues and project expansion issues should be directed to Kathy Frankle at kfrankle@umd.edu

Mr. Stoeckert thanked the Committee members for their input.

The conference call was adjourned at 11:30 AM.



**Minutes
Vehicle Probe Project Committee
Webcast/Conference Call
October 22, 2008**

PARTICIPANTS

I-95 Corridor Coalition:
Bill Stoeckert

Vehicle Probe Committee Webcast Attendees:	
Mena Lockwood	Virginia DOT
Don Hass	DeIDOT
Nathan Erlbaum	NYSDOT
Egua Igbinosun	MDSHA/CHART
Doug Tomlinson/Bob Pento/Bill Laubach/Regis Ryan	PennDOT
Bob Rupert	FHWA
Phil Tarnoff/Stan Young/Kathy Frankle	University of Maryland
Rick Schuman/ Jeff Summerson	INRIX

Consultant Support Staff:
Karen Jehanian/Joanna Reagle, KMJ Consulting, Inc.