Chat Log Transcript: GDOT ITS4US Phase 2 Webinar - G-MAP Accessible Routing (3-12-24)

Kevin Viita (ITS America): (3/12/2024 14:08) Closed captioning can be shown below the slides by pressing the CC button, located along the top row of the Adobe Connect window.

Elizabeth Sall: (3/12/2024 14:15) I'm curious about the prioritization of the p2v and p2i technology - was this something that was prioritized by users and drivers that would greatly benefit them? I hadn't heard these needs before so was curious where they were sourced from and how prioritized

Elizabeth Sall: (3/12/2024 14:16) (e.g. did they prefer using $ for this technology vs just fixing any deficient infra?)

Elizabeth Sall: (3/12/2024 14:21) for the OTP routing - which part of teh data comes from OSM vs GTFS? i.e. are you using internal OSM pathways or GTFS Pathways within a given station to determine platform accessibility?

Elizabeth Sall: (3/12/2024 14:22) For the OSM data - are you using a mirror and validating it in any way or did you fork it and edit the data to make sure it provided connectivity to the platform?

Kofi Wakhisi, Atlanta Regional Commission: (3/12/2024 14:23) HI Elizabeth. Some of your questions can be answered in our Concept of Operations (a.k.a. "ConOps") documentation, which can be found here (recorded webinar and ConOps report): https://rosap.ntl.bts.gov/view/dot/59820.

Kofi Wakhisi, Atlanta Regional Commission: (3/12/2024 14:24) ...the ConOps report documents the prospective needs that were identified in 2021 and which ones are prioritized for this deployment.

Elizabeth Hilton, FHWA: (3/12/2024 14:26) There have been several references to curb ramps. Does the product consider data regarding where accessible pedestrian signals are located, uncontrolled street crossings, etc. that would be important for blind pedestrians?

ross silvers: (3/12/2024 14:28) Busy roadway may be an impedance for pedestrian using a walker, but it may be a positive attribute for blind pedestrian.

Elizabeth Sall: (3/12/2024 14:31) Very interested in the parameters for impedance and the feedback between the users to update them - this is not only critical for your wayfinding purposes but also for calculating metrics like access to destinations

Elizabeth Sall: (3/12/2024 14:32) Does the trimmed OSM network maintain connectivity to OSM so that pathway surface conditions can be updated? How does additional OSM data get updated?

Elizabeth Sall: (3/12/2024 14:33) (aka - how do you update/maintain this network into the future)

Lui Greco: (3/12/2024 14:36) The data that's gathered, is there any thought to making this available through an open data model?

Patrick, FTA: (3/12/2024 14:40) Can we please have copies of the presentations and documents?

Kevin Viita (ITS America): (3/12/2024 14:46) Hey Patrick, the presentation slides and a recording of the webinar will be available on the ITS4US website in the next few weeks.

S. Mensah: (3/12/2024 14:47) https://rosap.ntl.bts.gov/view/dot/59820

Elizabeth Hilton, FHWA: (3/12/2024 14:51) But are you noting whether ped signals have audible and vibrotactile features complying with PROWAG?

elizabeth sall: (3/12/2024 14:52) does all that data that you are creating (i.e. slope/cross slope) for this project make its way into open data and/or open street map for others to use?

ross silvers: (3/12/2024 14:53) lack of traffic is an impedance for blind peds trying to cross streets

Patrick, FTA: (3/12/2024 14:56) Are we seeing the correct slide?

Elizabeth Hilton, FHWA: (3/12/2024 14:58) Lack of accessible pedestrian signals (audible, vibrotactile, proper orientation of the pushbutton arrow) is required by PROWAG, suggesting that would be an impedance for blind/low vision pedestrians. Suggest including. Another thing to collect would be crossings of free flow movements (turn lanes, etc.) which are more difficult when you can't see whether drivers are yielding.

Bong Delrosaio--MDOD: (3/12/2024 15:08) How or will this effect the new PROWAG guidelines

Randall Guensler, Georgia Institute of Technology: (3/12/2024 15:08) We will be factoring in the turns, from in front and behind. We already do this with bicycling (high stress turns as a function of traffic volumes and whether you are making a through movement, left turn, or right turn).

Randall Guensler, Georgia Institute of Technology: (3/12/2024 15:09) Proper orientation of push buttons and signal heads, and visibility of signal heads are all included.

Randall Guensler, Georgia Institute of Technology: (3/12/2024 15:09) We do not ensure that all signals are responsive to the push button signal (that can be assessed in the cabinets).

Randall Guensler, Georgia Institute of Technology: (3/12/2024 15:10) We will work on the push button audio elements