Chat Log Transcript: ITS4US Georgia Mobility and Accessibility Planner (G-MAP) Replicability Webinar (08-14-24)

Carlos Alban: (8/14/24, 14:08:17) To our participants, if you have any questions for the GDOT team, please feel free to provide those here.

Ferdous Intaj (Fred) (8/14/24, 14:23:11): Greetings. I visited Atlanta, Georgia, for SEC Championship game of LSU, few years ago. Does G-Map have any special functionality for emergency events, like game days?

Carlos Alban (8/14/24, 14:24:44): Thank you for your question, Ferdous. We will make sure to address it during the Q&A portion.

Intelligent (AI) system that treats the intersection control as a single machine scheduling problem that optimizes each intersection and then shares information with neighbor intersections to create coordination and control across the entire.

Tom Sever (8/14/24, 14:30:18): How far from the edge of the vehicle lane does the vehicle-based video effectively record sidewalk?

Lui Greco (CNIB) (8/14/24, 14:32:49): Will APS's also be mapped?

Shaw, Jeffrey (FHWA) (8/14/24, 14:32:58): Is a fringe benefit of the enhanced inventory that the information is feeding updates to state or local ADA transition plans?

Yochai Eisenberg (8/14/24, 14:33:30): Very exciting! any estimates on the cost and time required per mile?

Megha Young (Gresham Smith) (8/14/24, 14:35:10): Will this data be made available for use by ARC and local governments like Gwinnett County?

Ferdous Intaj (Fred) (8/14/24, 14:36:32): Does this app consider the variability of the types of areas, where it is used; such as, urban, sub-urban, rural or CBDs?

Bern Grush (8/14/24, 14:37:05): There will future opportunities to keep maps up to date on those routes that permit public-area mobile robots. Cities need to require that as part of licensing. Bern Grush

Tom Sever (8/14/24, 14:41:24): Can GMAP identify high impedance areas for an agency to address, particularly for an emergency repair?

Ferdous Intaj (Fred) (8/14/24, 14:44:26): DOTs possess better inventory of distress data than of traffic data. This traffic data collection has been cumbersome. So, was there any growth percentage used for the variables used in the traffic planning? Because updating data would be more cumbersome periodically.

Randall Guensler (8/14/24, 14:48:32): The vehicle video system can capture the sidewalk from the second lane (through adjacent parking), but the first lane (through adjacent parking) is preferred for machine vision. The third lane is not good, given the image size, but can often still be used in manual presence/absence review. On residential roads, we get both sides at the same time very effectively, for major arterials we have to drive in both directions. We have technoeconomic analyses forthcoming on these issues.

assigning different impedance factors based upon land use differences. we also code the adjacent road link characteristics to each link, and some of these are slated to be activated as impedance factors (such as road class along with vehicle volumes).

Natalie Smusz-mengelkoch (8/14/24, 14:51:58): https://georgia-map.com/

Randall Guensler (8/14/24, 14:52:28): Randall is not on linked or social media. But I can be reached at: randall.guensler@ce.gatech.edu

Natalie Smusz-mengelkoch (8/14/24, 14:52:29): https://its.dot.gov/its4us/

Ferdous Intaj (Fred) (8/14/24, 14:56:04): Will be interesting to see how GMAP works for a pedestrian group consisting people with GMAP and People with no GMAP.

Ferdous Intaj (Fred) (8/14/24, 15:00:16): Collaboration with entities like Microsoft, would have been a gamechanger.

Lui Greco (CNIB) (8/14/24, 15:00:44): As was said earlier, MS and Google weren't really keen to play fair?

Lui Greco (CNIB) (8/14/24, 15:07:37) to Everyone: Looking forward to connecting with your team.