Regional Transportation Technical Advisory Committee (RTTAC) Modeling Subcommittee

Meeting Agenda

May 10, 2017 – 9:30 AM to 12:00 PM

Miami-Dade TPO
9th Floor Conference Room- Suite 920
111 NW 1st Street,
Miami, FL 33128

Remote Access:
https://global.gotomeeting.com/join/918633461
Voice: +1 (646) 749-3122; Access Code: 918-633-461

I.   **Call to Order**

II.   **Introductions** (5 minutes)

III.   **Approval of the April 12, 2017 Meeting Minutes*** (5 minutes)

IV.   **Phase 2: Regional Household Survey Progress Update** - John Lafferty / Josh DeLaRosa (20 minutes)

V.   **Regional Household Origin – Destination Update**– Rosella Picado (10 minutes)

VI.   **SERPM 8.0: Project / Input Data Status** – Jay Evans / Marty Milkovits / Hui Zhao (20 minutes)

VII.   **SERPM 8.0: Super District Definitions*** – Jay Evans / Marty Milkovits / Hui Zhao (10 minutes)

VIII.   **SERPM 8.0: Highway Network / Traffic Count Data Updates** – Jay Evans / Hoyt Davis / Hui Zhao (20 minutes)

IX.   **2040 SERPM 7.0 LRTP Network Update (FDOT Transit Corridor Studies)** – Srinivas Varasani (20 minutes)

X.   **Member Comments**

XI.   **Next Meeting – July 12th, Broward MPO**

XII.   **Adjournment***

*Action Item

Regional Transportation Technical Advisory Committee (RTTAC) Modeling Subcommittee

April 12, 2017 Meeting Summary

The following is a summary of the RTTAC Modeling Subcommittee (RTTAC MS) meeting held on April 12, 2017.

MEETING TIME AND LOCATION

9:30 AM to 12:00 PM
Florida Department of Transportation, District 4
District Office Conference Room 3 (D4-DO3)
3400 West Commercial Boulevard,
Fort Lauderdale, FL 33309

MEETING ATTENDEES

1. Anders Hansen, Abt Associates, Anders_Hansen@abtassoc.com
2. Ashutosh Kumar, CTG, AKumar@ctgconsult.com
3. Brent Selby, Cambridge Systematics, bselby@camsys.com
4. David Schmitt, CTG, dschmitt@ctgconsult.com
5. Fang Mei, FDOT D4, fang.Mei@dot.state.fl.us
6. Hui Zhao, FDOT D4, Hui.Zhao@dot.state.fl.us
7. Jay Evans, Cambridge Systematics, JEevans@camsys.com
8. John Lafferty, Parsons Brinckerhoff, Lafferty@pbworld.com
9. Mary Tery Vilches, Miami-Dade TPO, Mvilches@miamidadempo.org
10. Martin Milkovits, Cambridge Systematics, MMilkovits@camsys.com
11. Mike Brown, TB, TBMIKE.BROWN@Comcast.net
12. Neil Lyn, FDOT D6, Neil.Lyn@dot.state.fl.us
13. Paul Flavien, Broward MPO, Flavien@browardmpo.org
14. Rosella Picado, Parsons Brinckerhoff, Picado@pbworld.com
15. Scott Seeburger, FDOT D4, Scott.Seeburger@dot.state.fl.us
16. Shi-Chiang Li, FDOT D4, Shi-Chiang.li@dot.state.fl.us
17. Tim Verbeke, Palm Beach MPO, tverbeke@palmbeachmpo.org
18. Trang Phan, FDOT D4, trang.phan@dot.state.fl.us
19. Wilson Fernandez, Miami-Dade TPO, WFernandez@miamidadempo.org
20. Yingfei Huang, Cambridge Systematics, yhuang@camsys.com
21. Yongqiang Wu, CTS, ywu@ctseinc.com

MEETING NOTES

Below is a summary of items discussed during the meeting. <u>Action items and motions are underlined</u>.

I.   Call to Order

Neil Lyn called to the meeting to order at 9:44 AM.

II.   Introductions

III.   Approval of the March 15, 2017 Meeting Minutes

<u>Paul Flavien made a motion for approval of the meeting minutes. The motion was seconded by Tim Verbeke and was unanimously approved by the RTTAC MS.</u>

IV.   Phase 2: Regional Household Survey Progress Update - John Lafferty (30 minutes)

John Lafferty provided an update on the household travel survey advertisement campaign. Information regarding the survey have been sent out through email blast, billboards, and radios in both English and Spanish. The team is also coordinating with M/TPOs and South Florida Commuter Service to advertise the survey. These efforts will continue through April to May. <u>A detail list of the campaign activities will be provided to the subcommittee.</u>

Paul Flavien, Broward MPO, followed-up regarding the schedule for confirmation emails (pursuant to the prior meeting discussion). John Lafferty responded that it has been implemented. Respondents will receive both email and phone call reminders after showing interest in participating in the survey.

There was a discussion initiated by Shi-Chang Li, FDOT D4, regarding the number of participants in the three counties so far. Miami-Dade County is leading in the total number of respondents, but Broward County has the highest responding rate per capita.

Scott Seeburger, FDOT D4, raised a question about how survey data will be handled if it does not match with the respondent's GPS path. Anders Hansen, Abt Associates, responded that survey data and GPS data will be compared, and the missing trips will be identified and used to scale the trip rate of respondents without GPS trackers. The respondent will not be contacted for this matter.

V.   Regional Household Origin – Destination Survey Update– Rosella Picado (20 minutes)

Rosella provided an update on the Streetlight Data Report. The report was set up to visualize trip data in the three counties by time of day; weekday versus weekend; and commercial versus personal. A trip index was calculated for scale calibration. Data is presented in an interactive map and diagrams.

<u>The report and data will be shared with the subcommittee after meeting.</u>

VI.   Approval of the SERPM 8.0: Model Documentation and Training Plan* – Jay Evans / Marty Milkovits (10 minutes)

Jay and Marty requested a motion to approve the SERPM 8.0: Model Documentation and Training Plan. The draft was previously presented to the decision-makers. The

documentation and training plan was built on resources developed originally for the SERPM 7 Model, and includes approaches to make it more accessible and user friendly.

Neil motioned to approve the documentation and training plan. The motion was seconded by Tim Verbeke and was unanimously approved by the RTTAC MS.

VII. **SERPM 8.0: Input Data Status – Jay Evans / Marty Milkovits / Hui Zhao (20 minutes)**

Jay, Marty, and Hui gave updates about their recent work on assembling data for SERPM 8 development. Zonal data assembled include person and household demographics (SED), employment, school enrollment, school district, parking, hotels, shopping malls, beaches, daily enplanements, and CBD indicator. The team has received control total data from three M/TPOs. Employment data will be provided by FDOT central office and will be allocated from census block level to MAZ level. A shapefile (and accompanying memo) highlighting results from the parking cost data checks was sent out after last RTTAC-MS meeting and discussed at the bi-weekly Project Status Meeting.

There was a discussion about the usage of hotel room occupancy level in model development. Jay mentioned that although occupancy rates might only vary slightly through the region, given that hotels usually use business models to adjust price and optimize occupancy, it would be worthwhile to apply occupancy level by county. The subcommittee agreed and suggested the team to use a unique occupancy level for each county instead of applying one for the entire region.

A lengthy discussion was held regarding the summary districts used in the SERPM model. The subcommittee expressed concern that the summary districts in the SERPM 7 model might be outdated (created in the early 80s), and might not be consistent with TAD boundaries in some areas. The subcommittee suggested a review of the summary districts for SERPM 8 to make sure they are built on TAD boundaries, consistent with MPO/TPO work, and meaningful for modeling purposes. This item will be put in the agenda of the next project status meeting as well as the next RTTAC-MS meeting in May.

Marty mentioned an error in the MAZ GIS shapefile near Palm Beach and Broward Countyline causing some MAZs overlapping with each others. The subcommittee asked the consulting team to fix the error.

Marty gave updates about incorporating NPMRDS data into the model database. These data provide good coverage of travel time data (speed) on the National Highway System.

VIII. **SERPM 8.0: Transit Network Updates – Jay Evans / Ashu Kumar / Hui Zhao (30 minutes)**

Ashu provided an update on the transit network development for SERPM 8. The transit network is being built on SERPM 7 with simplifying improvements that increase user friendliness, but support additional complexity. The transit travel times are being checked and updated to be consistent with the scheduled times. The initial draft transit

network has been created and the team will continue working to refine coding and will re-issue a network once the 2015 highway network is complete.

Scott Seeburger inquired whether it is necessary to add trolley services to the transit network. Ashu responded that some trolley services are not fixed route/stops, which cannot be represented as transit services in a static network. Furthermore, ridership data would be needed to calibrated the forecast ridership on these routes. Given that ridership data may not be available for all trolley lines, Wilson suggested to select several significant lines to add to the network. Ashu agreed and will come up with some criteria to select trolley lines.

Ashu presented major changes in the transit network update. There was a discussion about the set-up of mode numbers and operators (fare) numbers. Wilson asked if Metromover and streetcar should be separated. David responded that a sensitivity test will be run to decide if they need to be separated. Hui Zhao suggested that transit network should be able to make summary by mode by county. Shi-Chang Li suggested reverse the operator number from north to south to be consistent with the zone and other number systems in the SERPM model.

There was discussion following a question by Wilson about whether SERPM 8 should include treatment of the Bright Line service. David Schmitt mentioned that although models developed for high speed rail or Tri-Rail in this region could provide some potential ridership estimation for Bright Line as a starting point, Bright Line is profit-driven, as opposed to ridership-driven – the business model goals would likely lead to different travel patterns than high speed rail or Tri-Rail. It might not be appropriate to use the same parameters to code Bright Line as are used for traditional transit services. Ashu pointed out that intercity model developed for high speed rail estimates induced travel, which is different than the main focus of travel demand models. David said that he would consider how Bright Line could be incorporated such that it could be said to be represented but with the understanding that there is probably not enough information available at present to model it accurately.

Updated transit network, park and ride locations, and highway network will be sent to the subcommittee for review. Survey results have been expanded to 2015 ridership totals, the ridership report will be shared with the subcommittee.

IX.   **Member Comments**

No comments.

X.   **Next Meeting**

The next meeting is scheduled for May 10, 2017 at Miami-Dade MPO.

XI.   **Adjournment**

Neil adjourned the meeting at 11:49 AM