



## **NEW YORK STATE ASSOCIATION OF MPOs MODELING WORKING GROUP**

**February 23, 2018  
Conference Call  
9:30 AM – 11:00 AM**

### **MEETING NOTES**

#### **Participating**

- Chris O'Neill, CDTC
- Ananya Baruah, CS
- Gerry Bogacz, NYMTC
- Fred Budde, OCTC
- Mike Chiume, NYMTC
- Zack Coleman, OCTC
- Mark Debal, DCTC
- Jason Deshaies, SMTC
- Emily Dozier, DCTC
- Erik Krans, AVAIL
- Alex Muro, AVAIL
- Munnesh Patel, NYMTC
- David Staas, UCTC
- Yun Hai Zhang, NYMTC

#### **1. Introductions**

Eric Krans (AVAIL) opened the meeting and welcomed participants. Working Group members introduced themselves.

#### **2. Tool Updates**

The AVAIL team discussed updates to the Performance Analytics tool. They discussed the various calculation procedures and methods for the reliability (PM3) performance measures. Currently, the tool calculates AADT on both directions of an NHS travel segment and divides by two to represent the two-direction volume on each segment. However, the NPMRDS dataset has volumes on directional links. Yun Hai suggested to filter the NYSDOT network by "FacilityType" to filter out the one way directional links to calculate the AADT more precisely.

The tool calculates the Annual Hours of Peak Hour Excessive Delay per Capita measure (PHED) by summing the annual excessive delays for each TMC. The calculations are presented through different mediums such as maps and charts. Delays are shown in harmonic mean charts as well as table view. These are currently in the staging phase and will be available soon.

A participant asked about the rationale for capping delay at 900 seconds. Yun Hai suggested that it could mean any delay beyond 900 seconds or 15 mins for current BIN will not be extended to the next 15 min BIN.

The tool will have the option to download CSV files so that users can more easily compare numbers.

Yun Hai suggested showing the 95th percentile and 50th percentile travel time for each TMC for the Truck Travel Time Reliability (TTTR) table because NYSDOT is required to report those numbers to the HPMS in the future.

The team discussed updates on the Network Tool. This tool now can add multiple layers, such as a collection of TMCs, more than one network, by year, and by direction.

The team discussed issues with shapefile coverages. The start and end points of the current INRIX and HERE shapefiles do not match because the INRIX shapefile has less coverage than HERE. Since HERE data is not very reliable, the team is exploring options for acquiring an expansion package from INRIX that will allow matching of the shapefiles.

Participants also discussed different options and networks such StreetLight/Air Sage for different coverage, and associated pricing for each.

The team discussed the differences between the TTI and LOTTR measures. Currently the AVAIL tool reports LOTTR, PHED and TTTR. They may consider adding TTI in future versions.

The team discussed future improvements to the AVAIL tool, such as designing new components and creating executive level reporting through which multiple components can be displayed for an entire MPO network. The team is also in the process of completing the TMC level tables, developing different exporting options such as shapefiles and csv, and improving tools on incidents with LRS integration.

Yun Hai suggested developing a method to calculate average vehicle occupancy ratio for each TMC and not simply use one number. This is for FHWA reporting purposes.

The group asked NYSDOT about the status of setting statewide targets. NYSDOT responded that the process is ongoing and they are analyzing trends by applying 2014 data and trend lines to 2017 baseline data.

### **3. Next Meeting**

The next meeting is scheduled for March 30, 2018.