



NEW YORK STATE ASSOCIATION OF MPOs MODELING WORKING GROUP

**July 27, 2018
Conference Call
9:30 AM – 11:00 AM**

MEETING NOTES

Participating

- Chris O'Neill, CDTC
- Ananya Baruah, NYMTC
- Chris Bauer, CDTC
- Lauren Burns OCTC
- Michael Chiume, NYMTC
- Zach Coleman, OCTC
- Jim Davis, NYSDOT
- Rich Denbow, CS
- Emily Dozier, DCTC
- Mark Grainer, NYSDOT
- Nathan Harp, NYSDOT
- Catherine Lawson, AVAIL
- Alex Muro, AVAIL
- John Sterbentz, BMTS
- Dylan Tuttle, PDCTC
- Alan Warde, NYSDOT

1. Introductions

Alex Muro (AVAIL) opened the meeting. Participants introduced themselves.

2. Macro Tools Updates

The AVAIL team worked on updates to the Macro tool. In previous versions the tool included too much information, which resulted in slow performance. Now, the default view is New York State only. You can use the filter to select MPOs and counties to view. You can still load other states if you want. If users experience any issues please let the AVAIL team know.

The team loaded 2018 data into the tool through July. You can look at data through the first half of the year.

They added a new measure called Total Excessive Delay (TED). This is similar to the Peak Hour Excessive Delay measure but looks at total delay rather than only peak hour delay.

The team fixed a download issue so that CSV or shapefile downloads will now give you the geography that is being viewed, rather than the entire country. This will make downloaded data more manageable.

The team will now work on tool tips for the new views and work on the legend. Through the Mid-Hudson Valley area work, the team is compiling information on measures, definition, speeds, etc. They will add the documentation to the user interface. It's available now at <https://docs.google.com/spreadsheets/d/1Pw3LNddK-fNdjz7x1UneO7fihRUW2p3FselSOKjw79I/edit?usp=sharing>.

The tool allows incidents to be viewed on the map. The team added functionality to toggle incidents on and off and look at incidents by type. The team will also bring in the ability to show bottleneck information into this view.

3. PM3 Measures

The tool is showing 2018 reliability information to date. They will change this to show a projection to the end of 2018. The trendline is based on data from 2014 to 2016 from NPMRDS version 1. The 2017 and current data is from NPMRDS version 2, which is different, so the trendline from version 1 is applied. This functionality will be in production later today.

The WG discussed the state targets. In setting the two-year and four-year targets, NYSDOT worked from a single data point (2017), so they factored a safety margin into the targets to account for uncertainty. Chris said we need to be clearly articulate this when presenting the targets to the public so they understand that they includes this safety margin, rather than saying we are aiming for lower performance.

4. Tool Development Schedule

The team will incorporate LRS conflation into the tool. The next phase of this work will integrate additional data into the tool. They are researching ways to disaggregate TMC data into shorter intervals to look at the impact of things like traffic signals. The team will also go through the tool in more detail to look for bugs and glitches.

5. August/September in-person Meeting

There is a Doodle poll to indicate availability for an in-person meeting. After discussion, the best dates seem to be September 11 or 12. The WG will not hold their regularly scheduled August 24th WG meeting but will wrap that into the in-person meeting, unless there is a compelling need for a webinar meeting on August 24th. The WG should visit the poll and indicate their availability for the in-person meeting. The team will then finalize the date.

Emily Dozier asked about the TTTR measure. The tool reports TTTR for Interstates and non-Interstate roads. The federal performance measure only needs to be reported for Interstates, but the tool provides the data for non-Interstate roads as well.