



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

**October 26, 2018  
Conference Call  
9:30 AM – 11:00 AM**

### **MEETING NOTES**

#### **Participating**

- Chris O'Neill, CDTC (Chair)
- Chris Bauer, CDTC
- Lauren Burns, OCTC
- Rich Denbow, CS
- Emily Dozier, DCTC
- Eric Krans, AVAIL
- Catherine Lawson, AVAIL
- Alex Muro, AVAIL
- David Staas, UCTC
- Mark Debold, DCTC
- Michael Perry, ECTC
- Dylan Tuttle, DCTC
- Alan Warde, NYSDOT
- Jason Deshaies, SMTC
- Andrew Frazier, SMTC
- Nathan Harp, NYSDOT

#### **1. Introductions**

Erik Krans (AVAIL) opened the meeting. Participants introduced themselves.

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

The AVAIL team discussed recent tool updates.

- Macro View is essentially the same since the last update.
- They have been applying additional performance measures to look at reliability in different ways, and also looking at which TMCs are reliable and not reliable.
- They are continuing to look at data quality for congestion measures. Speed limits used in the federal measure don't represent actual freeflow speeds. The team continues to recalculate performance using freeflow speeds and analyzing the results.
- The federal LOTTR and TTTR reliability measures are essentially a ratio that compares a link with itself to indicate reliability. The team is continuing to do more analysis of these measures and create visualizations.
- There are issues with data quality on short segments. Chris asked if short TMCs can be merged with adjacent TMCs. The team is looking into this.

- The team presented example views with distribution of travel times. This helps us understand congestion better and is an important step in developing CMPs. The visuals also help communicate with the public and MPO boards.
- The team showed a view of speed below freeflow speed. You can click on a TMC and get a view at that level. Chris said it would be useful to show this view comparing average speed with freeflow speed.
- This visualization approach can be expanded to corridors and eventually displayed for a full geography.
- The team continues to work on other visualizations. The goal is to identify incidents and come up with a quantification of impacts.
- The team looked at the PHED measure for truck travel analysis, but it uses a vehicle occupancy factor to calculate delay, making it less applicable to truck travel. The team will take the occupancy factor out of the calculation and look at truck delay.

### **3. Update of the 2018 Baseline for LOTTR**

Due to last minute changes to required calculation procedures and data for the PM3 measures, NYSDOT recently recalculated some of the statewide PM3 targets. The differences were not significant.

### **4. Census TAZ Support in 2020**

The Census will not support TAZs in 2020. Chris started a discussion on whether MPOs are concerned about this and how they are preparing. Some of the MPOs don't get employment data at the block group level. Some MPOs have TAZs at the block group level, while others have different boundaries. The WG will continue to monitor this.

### **5. Wrap-up and Next Meeting**

The next meeting will take place on November 30, 2018.