# TOD Subcommittee Meeting Notes:

## Monday, May 09, 2011 10:00am – 10:40am

## Via GoTo Meeting.

#### Attendees:

Dan Beaty -- PBSJ

Dan MacMurphy – Traf-O-Data Corporation

Kazem Oryani – Wilbur Smith

Linda Little – FDOT District 3

Krishnan Viswanathan – Wilbur Smith

Milton Locklear – North Florida TPO

Scott Seeburger – FDOT District 4

Siva Srinivasan – University of Florida (Subcommittee Chair)

Steve Ruegg – Parsons Brinckerhoff (taking notes)

Heinrich McBean – Parsons Brinckerhoff (Principal Investigator)

Vidya Mysore – FDOT CO

Vladimir Majano – FDOT CO (Subcommittee Coordinator)

Siva turns the meeting over to Heinrich for his TOD presentation.

### Heinrich Presents TOD Modeling for FSUTMS

TOD identified as a top priority for MTF since 2008

TOD is essential in many important aspects of modeling, for example: speeds

Phase I: Fixed TOD factoring

Phase II: Dynamic TOD forecasting

TOD will allow us to understand variations in travel throughout the day

TOD changes sensitive to changes in congestion

Approach: Static TOD after TG for base year

Dynamic TOD for future years

Revised TOD model structure incorporates dynamic TOD feedback loops for future years.

TD and Mode choice and assignment done by TOD – this is a departure from current practice.

TOD choice (peak spreading) model uses an incremental logit formulation

TOD choice modeling will provide benefits:

1. Better understanding of Temporal travel behavior
2. Improved LOS by TOD
3. Better speeds for transit modeling and transit demand

#### Questions and Discussions:

Kazem: What are the time slices?

Heinrich: There are nine, but the model could be adopted to use more time slices. Nine TOD periods:

* Very Early AM (3:00 to 5:59)
* Early AM (6:00 to 6:59)
* AM Peak (7:00 - 8.59)
* Late AM (9:00 to 9:59)
* Midday (10:00 AM -1:59 PM)
* Early PM (2:00 to 2:59)
* PM Peak (3:00 PM – 5:59)
* Late PM (6:00 – 6:59)
* Night (7:00 PM to 2:59AM).

Kazem: ½ hour might be good to have.

Siva: factoring after generation? Yes. Phase I –compatible

Heinrich: shows periods being used.

Siva: How is incremental logit better than a simple standard logit-model?

Heinrich: Only LOS available, there were not enough strong variables available? There is difficulty in obtaining good speed data. The incremental logit approach is simpler to implement, applicable to all regions.

Siva: What is the timeline for this project?

Heinrich: Initial date by May, now looking at July.

Ruegg: Coordination with Transit Modeling Update project – July looks like a logical endpoint.

Dan M: What factors were used? Are they the same as the original Olympus model?

Heinrich: They are the same as developed in Phase I – available on line.

Vladimir: Does this dynamic TOD model work for areas of low congestion?

Heinrich: Can be applied in any area, but if there is no significant growth there will not be a significant change.

Vladimir: Product will be a report and a TOD model that can be implemented. The CRTPA model was used. What factors are we going to apply to other areas?

Heinrich: Currently we are doing proof of concept. Revised model structure is the main output.

For each region, they will need to obtain their own TOD factors, and calibrate the Dynamic TOD factors to their own region.

Scott Seeburger: Did the research indicate if any areas are attempting to quantify trip suppression resulting from compromised mobility (i.e., congestion, parking cost, etc.), or do to flexible work hours, work at home trends, etc.

Steve: This is a difficult question to answer, due to the many changing variables involved over time and space. A longitudinal panel study, such as being done in Seattle might be used to understand this effect.

Siva: Agreed.

Dan: Are there TOD factors for external trips?

Heinrich: None available, also not for Truck/Taxi.

Siva: to all members, please send comments to Siva and he will forward them on to Heinrich.