



# MTF Time of Day Sub-Committee Meeting Notes

October 29, 2010 – 10:00 AM to 11:30 AM

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## Attendees

**Arturo J. Perez**, *Leftwich Consulting Engineers*  
**Betty McKee**, *FDOT – District 5*  
**Dan Beaty**, *PBS&J*  
**Daniel Miller**, *BCC Engineering*  
**Dave Schmitt**, *AECOM*

**Heinrich McBean**, *Parsons Brinckerhoff*  
**Krishnan Viswanathan**, *Cambridge Systematics*  
**Rob Schiffer**, *Cambridge Systematics*  
**Siva Srinivasan Ph.D.**, *University of Florida*  
**Thomas Rossi**, *Cambridge Systematics*

## Welcome and Introduction

- Krishnan Viswanathan identified the meeting attendees and Siva Srinivasan (Chair) welcomed everyone to the meeting.

## Time of Day in FSUTMS – *Krishnan Viswanathan, Cambridge Systematics*

- Krishnan's presentation covered the final task of Phase 1 and included discussion of the following:
  - Development of empirical methods to calculate travel time skims.
  - Evaluation of the feasibility of using the Statewide Traffic Engineering Warehouse for Regionally Archived Data (STEWARD) to synthesize travel times.
- Krishnan noted that: the STEWARD database does not provide travel time directly but the Section level speed data can be used; data is available for District 5 only; and data is available for Freeways only. He concluded that the STEWARD database is still a work in progress and is not adequate on its own for travel time estimation.
- Krishnan's presentation, titled "Time of Day in FSUTMS" will be available online at:  
[http://www.fsutmsonline.net/index.php?/model\\_task\\_f/subcommittee/time\\_of\\_day\\_subcommittee](http://www.fsutmsonline.net/index.php?/model_task_f/subcommittee/time_of_day_subcommittee)
- Questions and Comments:
  - Siva asked if TOD would be implemented between Trip Distribution and Model Choice in the model stream.
    - Krishnan answered that it was originally intended to have TOD implemented between Trip Generation and Trip Distribution but if FDOT moves to an activity-based model (ABM) then that would need to be reconsidered.
    - Tom Rossi stated that most of the work done so far would allow TOD to be implemented between Generation and Distribution or between Distribution and Mode Choice.



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- Siva commented that the results of the regression analysis included a “Carpool Dummy” variable (slide 15 of the presentation) and since TOD would be implemented before Mode Choice in the model stream then the mode of travel would be unknown when TOD is implemented.
  - Krishnan agreed with Siva’s comment.
- Arturo Perez commented that the presentation shows the peak speed to be about 25 mph throughout the day (slide 12 of the presentation) and asked if there would not be a difference in the peak speed at different times of the day.
  - Tom stated that some of the travel times are from non-peak periods in the model so the word “peak” should probably be replaced with “modeled” or a similar description.
  - Siva commented that it would be useful to break out the mean speed not only by departure time but also by travel distance.
  - Krishnan agreed to show the mean speed by travel distance in the report.
- Siva asked if using the NHTS data without screening would affect the estimation.
  - Tom stated that the reasons for screening the data include accounting for reporting errors in the NHTS survey and accounting for the effects of rounding, particularly for short trips, which could cause high differences between actual travel time and reported travel time.
- Siva requested that Krishnan add to the Task 3 Report recommendations for additional ways of extracting and presenting data from the STEWARD database so as to make the database more useful for a TOD modeling exercise.

## **Comments on the Task 1 and Task 2 Draft Reports – Krishnan Viswanathan, Cambridge Systematics**

- Krishnan discussed the comments made on the Tech Memos for Task 1 and Task 2 of Phase 1 and Cambridge Systematics’ responses to the comments.
- The Task 1 and Task 2 Tech Memos with the comments and responses included will be available online at:  
[http://www.fsutmsonline.net/index.php?/model\\_task\\_f/subcommittee/time\\_of\\_day\\_subcommittee](http://www.fsutmsonline.net/index.php?/model_task_f/subcommittee/time_of_day_subcommittee)
- Krishnan concluded that the updated Task 1, Task 2 and Task 3 Tech Memos will be submitted within a week. He noted that Phase 1 ends at the end of November 2010 and requested a two week turnover time for comments on the updated Tech Memos.
- Siva stated that the TOD Panel would get their comments back to Krishnan as soon as possible.



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## Phase 2 Scope Discussion

- Krishnan briefly outlines the three Tasks in the Phase 2 Scope:
  - Estimation and calibration of TOD econometric models.
  - Implementation of TOD econometric model into FSUTMS.
  - Final report and model code.
- Krishnan commented that the scope was written in the context of a trip-based model but now that the State of Florida is considering the development of an ABM it may be better for Phase 2 to wait until an ABM structure is available.
- Krishnan asked how the TOD Panel wants to proceed with Phase 2.
  - Siva replied that after the TOD Panel members have read all the reports on what has been done in Phase 1 the Members would give their thoughts on the next steps. He advised the Panel Members to include “Immediate Next Steps” and “Long Term Next Steps” in their comments on the updated Phase 1 Tech Memos. Siva stated that the Immediate and Long Term Next Steps would be used to reframe what is to be done in Phase 2.

## Closing Remarks

- Siva thanked Krishnan for the work done during Phase 1, thanked everyone for attending and declared the meeting over.