## Viewer Program Available for Two-Digit Speed-Capacity Tables

*Shi-Chiang Li, AICP, FDOT District 4 Planning Office and Kenneth D. Kaltenbach, P.E., The Corradino Group*

Maintaining the hierarchical integrity for speed/capacity tables was a major concern when the two-digit facility-type (FT)/area type (AT) codes were introduced. With so many possible FT/AT combinations, it became for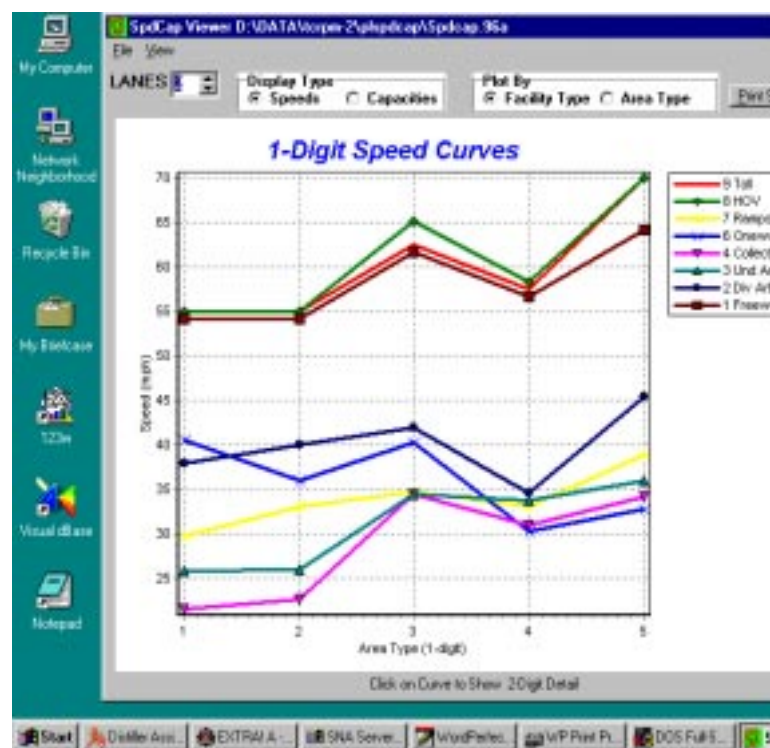midable to judge whether or not a given speed or capacity is reasonable. To solve this problem, the District 4 Planning Office asked The Corradino Group to develop a Speed Capacity Table Viewer Program. The program shows speeds and capacities as series of line graphs, so the users can visualize the relationships among them and identify any anomalies.

The user can set the program to display either speeds or capacities as the ordinate.

Figure 1

## Viewer Program Available for Two-Digit Speed-Capacity Tables *Continued*

If the user chooses to plot by area type, then facility type will be shown as the abscissa. Conversely, if the user chooses to plot by facility type, then area type will be shown as the abscissa. Radio buttons on the screen allow the user to select the "Plot By" option and whether to show speeds or capacities. The default number of lanes for the capacity display is two lanes, but up to nine lanes can be selected.

The program, *plspdcap.exe* use SPDCAP and HELABELS.SYN files as inputs. The facility type and area type names in the HELABELS are used for the legend. After the user selects a SPDCAP file, a 1-digit plot (e.g., Figure 1), using the average values of each FT/AT category, will be generated. While the 1-digit plots are displayed, the user can change the lanes, "Plot By," and speed or capacity specification. If the user wants to show the 2-digit detail for an area type or facility type, a click on the selected 1-digit curve will generate the 2-digit plot (e.g., Figure 2) for the selected curve. The user can select another 2-digit plot by closing the current 2-digit plot with the "hide" button, then click on another curve on the 1-digit plot. The currently displayed plot can be sent to the default Windows printer by clicking the "Print Scrn" button on the main form.

A speed/capacity table can be displayed with the graph. This table shows "link capacity," which is the capacity per lane multiplied by the number of lanes shown on the standard SPDCAP file. The table
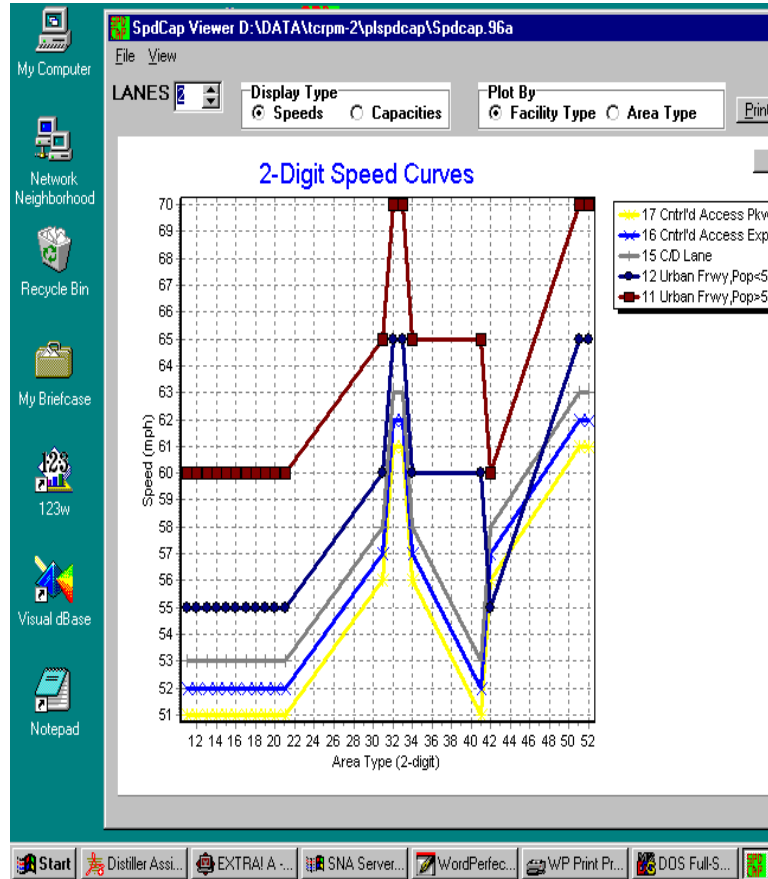


Figure 2

window can be moved anywhere on the screen, and can be turned on and off with the "View|ShowTable" menu item.

The *plspdcap.exe* program can be placed in any directory. It is started by double-clicking on the program icon. The user may find it convenient to put a Windows shortcut to the executable on the desktop. This program will be distributed with the next release of FSUTMS.

# TPAS makes life easier for District 3

*by Mike Crawford - Dames & Moore*

District 3 has recently implemented the Transportation Planning Analysis Software (TPAS), developed by Dames & Moore, to provide Districtwide Level of Service analysis. In addition to TPAS, a companion application called TCOUNTS was also implemented. TCOUNTS is a map-based traffic count management application which simplifies current and historical count data display and analysis. Both of these applications are stand-alone

database applications, but their unique feature is that they have been integrated with ArcView to create a dynamic link between the map and the database. The overriding goal in the development of these applications was to allow users without specific detailed knowledge of ArcView to perform analyses, generate maps of analysis results, and create reports through pull-down menus and icons that are added directly to the standard ArcView menus and tool bars.

TPAS is a database system that was developed to analyze level of service (LOS), identify deficiencies, recommend roadway upgrades, and provide cost estimates for the recommended upgrades. To perform LOS analysis, the system relies on the FDOT TAB and ARTPLAN procedures. All pertinent data, including roadway section length, signals, number of lanes, AADT, and other appropriate adjustment factors were entered into the da-

# TPAS makes life easier for District 3 *Continued*

tabase for each roadway segment. The equations contained in FDOT's spreadsheets were recoded into the database to allow for real-time calculations of LOS based upon changing input factors which influence LOS. For each roadway segment, the type of TAB software to be used is determined by the program based upon the urbanization characteristics that affect selection of the appropriate analysis procedures. The data input screen is shown below.

A key feature of the TPAS software is the ability to link dynamically to the ArcView map. This means that a link can be selected for analysis on the map, and the database form for the selected link comes up on the screen for review and analysis. The link data can be edited and the LOS recalculated on the input form. Changes in the results on the LOS form are shown immediately on the map. Automated mapping templates are also provided which provide automatic map sizing, labeling, and printing. The templates allow the user to select from a preset menu, and the TPAS system will create the map in ArcView for the user.

In addition to its mapping capabilities, TPAS also provides automated reporting functions which allows the user to select from a list of preset query reports or to design a new query report. Examples of preset reports include deficient roadways by county or facility type, FIHS or non-FIHS reports, urban or rural area reports, for specific roadways, within city limits, etc. These reports allow the user to prepare reports regarding performance of individual roadway segments sorted by any number of relevant input factors.

The TCOUNTS program is

also a map-driven database program that allows query and analysis of traffic count data through the ArcView map. New buttons were added to the ArcView menu bar which perform certain query and analysis functions. For instance, to determine the location of traffic counts in a general geographic area, the user clicks on a menu tool icon which prompts the user to draw a circle on the map in the area of interest. The system then identifies counts in that area on the map. Next, if the user wants to determine AADT, exact location, or historic trends at a particular station, they click another icon representing these functions, then click on the dot on the map representing a particular station. The system will then display the desired data on the map, which can then be sent to the printer for hard copy output. This system can also be installed on a laptop computer, so that

the information is fingertip ready for public or board meetings where this data may be needed. In addition to the mapping elements, TCOUNTS can also be operated as a stand-alone database to manage or review traffic count data.

Use of these systems puts systemwide analysis, reporting, and mapping of LOS and traffic count data at the fingertips of the end user. Without specific knowledge of ArcView, users are empowered to perform these functions in an efficient and simplified manner. Use of these systems automates the manual, labor-intensive efforts required to perform link-by-link analysis or to maintain traffic count station maps, thereby freeing time for District staff to concentrate on other planning functions. For more information on TPAS or TCOUNTS, please feel free to call Mike Crawford at (813) 875-1115.
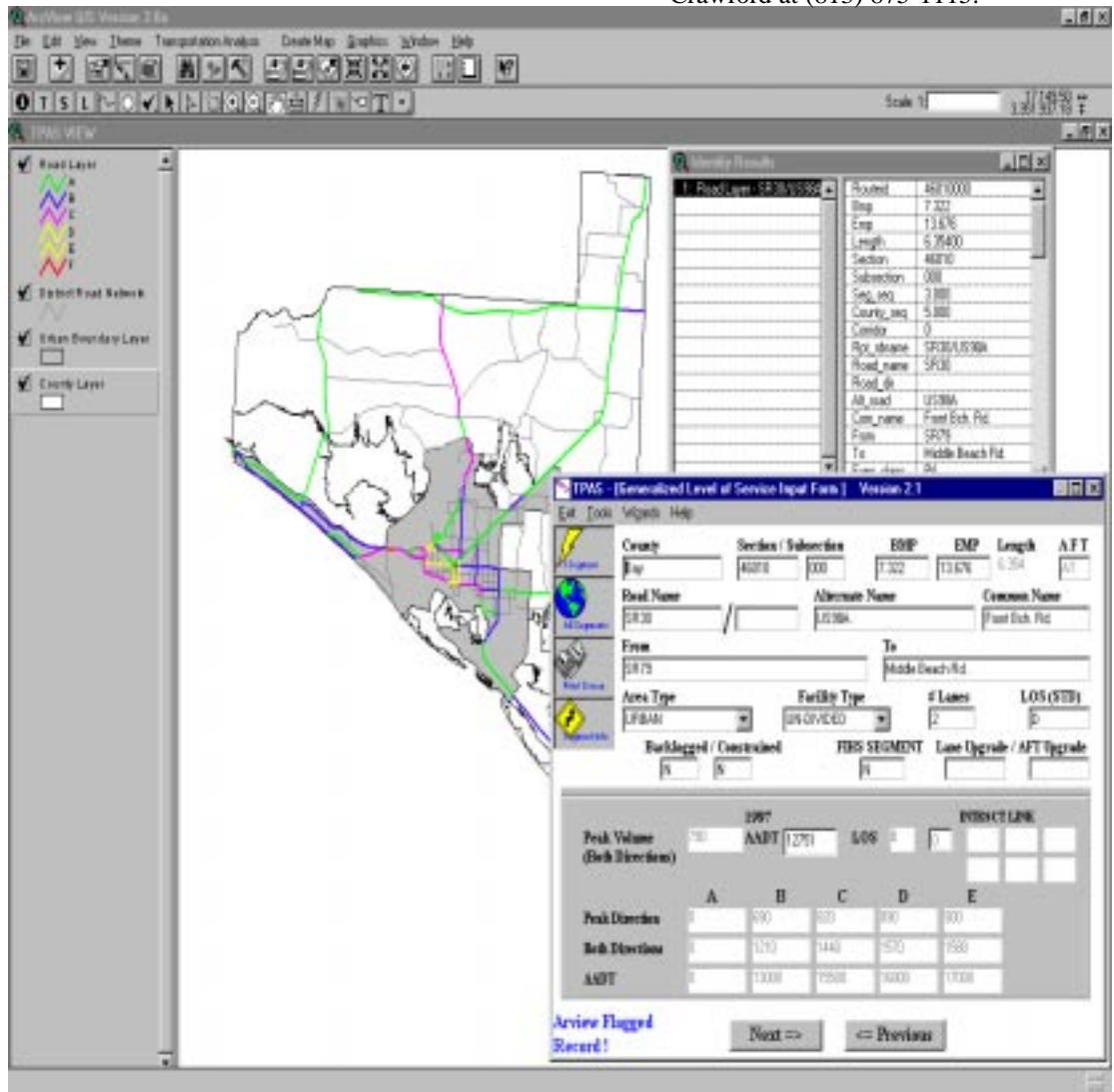
# 1997 Florida traffic information on CD-Rom

*by Harshad Desai, P.E., FDOT Statistics Office*

The 1997 Florida Traffic Information CD-ROM contains summary reports of traffic data collected for every traffic count site on the State Highway System. The summary data displayed in these reports are collected from both permanent and portable traffic monitoring sites which record the type and number of vehicles using the State Highway System. A total of 243 permanent Telemetered Traffic Monitoring Sites (TTMS) continuously recorded the distribution and variation of traffic flow by hour of the day, day of week, and month of the year, for 1997. The Portable Traffic Monitoring Sites (PTMS) performed short duration traffic surveys at 6,526 sites to estimate traffic volumes for the State Highway System.

Two software programs are included in *1997 Florida Traffic Information* CD-ROM to access this data. The **Florida Traffic Information** icon can call one or both of the software programs. The **Sitemap** program allows users to locate and identify all the traffic monitoring sites used in 1997. **DataFind** will open the TRAFMENU.PDF Acrobat document to provide interactive access to the 1997 Traffic Data summarized in six data reports to estimate traffic volumes for the State Highway System.

The reports provided include Annual Average Daily Traffic for 1997, the 200 Highest Traffic Count Report, the Florida 1997 Annual Vehicle Classification Report, the Weekly Axle Factor Category Report, the Peak Season Factor Category Report and the Volume Factor Category Summary Report.

If you would like to obtain this CD-ROM or would like to find out more about it, contact the FDOT Transportation Statistics Office in Tallahassee at (850) 488-4111 or Suncom: 278-4111.

# TEA-21 continues support for TMIP program

*by Ram M. Pendyala, Civil Engineering, University of South Florida*

The Transportation Equity Act for the 21st Century (TEA-21), the federal transportation reauthorization bill signed by President Clinton on June 9, 1998, establishes an advanced travel forecasting procedures program at the U.S. Department of Transportation. This particular program is authorizes for a total of $25 million, spread over the six year period covered by the bill, and focuses on the development and experimental deployment of TRANSIMS, the next generation travel demand modeling system being developed by the Los Alamos National Laboratory (LANL) under Track C of the USDOT's Travel Model Improvement Program (TMIP).

The following is a description of this program as it appears in the legislation:

ADVANCED TRAVEL FORECASTING PROCEDURES PROGRAM
(a) ESTABLISHMENT - The Secretary shall establish an advanced travel forecasting procedures program:

(1) to provide for completion of the advanced transportation model developed under the Transportation Analysis Simulation System (referred to in this section as "TRANSIMS"); and

(2) to provide support for early deployment of the advanced transportation modeling computer software and graphics package developed under TRANSIMS and the program established under this section to States, local governments, and metropolitan planning organizations with responsibility for travel modeling.

(b) ELIGIBLE ACTIVITIES - The Secretary shall use funds made available under this section to:

(1) provide funding for completion of core development of the advanced transportation model

(2) develop user-friendly advanced transportation modeling computer software and graphics software packages

(3) provide training and technical assistance with respect to the implementation and application of the advanced transportation model to states, local governments, and metropolitan planning organizations with responsibility for travel modeling; and

(4) allocate funds to not more than 12 entities described in paragraph (3), representing a diversity of populations and geographic regions, for a pilot program to enable transportation management areas to convert from the use of travel forecasting procedures in use by the areas as of the date of enactment of this Act to the use of the advanced transportation model

(c) FUNDING -
(1) IN GENERAL - The following amounts are to be appropriated from the Highway Trust Fund (other than the Mass Transit Account):

## TEA-21 continues support for TMIP program *Continued*

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$4,000,000 for fiscal year 1998
$3,000,000 for fiscal year 1999
$6,500,000 for fiscal year 2000
$5,000,000 for fiscal year 2001
$4,000,000 for fiscal year 2002
$2,500,000 for fiscal year 2003

(2) ALLOCATION OF FUNDS -
(A) FISCAL YEARS 1998 AND 1999 - For each of fiscal years 1998 and 1999, 100 percent of the funds made available under paragraph (1) shall be allocated to activities as described in paragraphs (1), (2), and (3) of subsection (b).
(B) FISCAL YEARS 2000 THROUGH 2003 -
For each of fiscal years 2000 through 2003, not more than 50 percent of the funds made available under paragraph(1) may be allocated to activities described in subsection (b)(4).

(3) CONTRACT AUTHORITY - Funds authorized under this subsection shall be available for obligation, except that the federal share of the cost of
(A) any activity described in paragraph (1), (2), or (3) of subsection (b) shall not exceed 100 percent; and
(B) any activity described in subsection (b) (4) shall not exceed 80 percent.

# The Future is Here–Almost:  The MPOs' 2020 Plans Take Shape

*by Randy Ritter, FDOT Office of Policy Planning and Harry Gramling, FDOT Systems Planning Office*

### Planning for the Future
With Florida's population expected to grow to an estimated 20 million people over the next two decades, the need to plan a transportation system that can efficiently move people and goods well into the next century becomes critical.  Balancing mobility needs with clean air requirements is the challenge facing many of Florida's Metropolitan Planning Organizations as they develop their new long-range transportation plans.

Florida's 25 MPOs are required to develop transportation plans that project transportation needs over a 20-year period.  Six of the MPOs are presently in air quality maintenance areas - Broward, Dade, Duval, Hillsborough, Palm Beach and Pinellas counties - and must update their plans every three years.  Their new plans are due to be adopted later this year.  Other MPOs have a five-year update cycle.

### The Clean Air Act and Conformity
The 1990 changes in the Clean Air Act linked the attainment and maintenance of air quality standards to federal highway funding in nonattainment and maintenance areas by requiring a demonstration that the area's future transportation plans would not cause or contribute to a violation of the national air quality standards.  The federal Environmental Protection Agency (EPA) was directed to establish conformity criteria and procedures by rule to guide states in meeting air quality and transportation planning requirements.[1]

The plans in the six air quality maintenance counties must meet this "conformity test." This means that the projected emissions resulting from the future transportation system will not cause pollution above acceptable limits (called "emissions budgets") established in the federally approved State Implementation Plan, or SIP.  A non-conforming plan will not pass federal muster and could threaten continued federal-aid funding.

### Motor Vehicle Emissions Budgets
The SIP's motor vehicle emissions budgets set caps for two major components of ozone pollution: volatile organic compounds (VOCs) and oxides of nitrogen ($NO_X$).

Transportation strategies vary by the pollutant being targeted.  High levels of VOCs can be reduced by increasing overall travel speed.  Reducing $NO_X$ is tougher. Levels of $NO_X$ tend to increase as travel speed increases.  Planners try to reduce VMT and trips to combat high $NO_X$ levels through ridesharing, flex time, transit, commuter rail, telecommuting, and other measures that target travel behavior.

### Modeling for Conformity
The 2020 plan conformity demonstration relies on complex modeling of the future transportation network for each of the required analysis years 2000, 2005, 2015, and 2020.

The first full-scale, post ISTEA[2] MPO plan revisions occurred in 1995.  The current effort involves updating the assumptions and data of those plans.

### FSUTMS, MOBILE5a, and EMIS
Conformity modeling uses the Florida Standard Model (FSUTMS), the most recent EPA-approved emission factor model (currently MOBILE5a), and a custom FORTRAN program named EMIS.

FSUTMS estimates the number of vehicles and their speed on each highway link in the network.  Mobile5a estimates emissions in grams per vehicle-mile by speed increments and year of analysis for VOCs, $NO_X$, and carbon monoxide (CO).

The EMIS program obtains vehicle miles of travel (VMT) by speed, area type, and facility type from the HRLDXY.ayy output file of FSUTMS and emission factors from the Mobile model.  EMIS then multiplies the emission factors times the VMT, by speed increment, to calculate emissions on each link included in the network.

The EMIS.OUT file includes summary reports structured by area type, and facility type, with the most used report being the estimated tons of emissions.  The MPOs or their consultants compare these estimates to the SIP's motor vehicle emission budgets.  A demonstration of conformity means that estimated emissions do not exceed the budgets contained in the SIP.  EMIS has the capability of separating emissions by county for multi-county models.

### HPMS and VMT
For quality control, the model-estimated

# The MPOs' 2020 plans take shape *Continued*

vehicle miles traveled (VMT) must be compared to the VMT reported by the Highway Performance Monitoring System (HPMS). The Department's conformity procedure[3] provides detailed information on how to use the HPMS VMT for quality control. This procedure also contains guidance for modeling the emissions reductions now available from new heavy-duty diesel truck engine improvements expected to take effect in 2004. This could provide helpful and needed $NO_X$ reductions in the future.

**The New Ozone Standard**
Florida is now under the new, stricter federal ozone eight-hour standard of 0.08 parts per million, compared to the previous one-hour standard of 0.12 ppm. Next year, the Governor will recommend to the United States Environmental Protection Agency which areas should be designated nonattainment and final EPA designations of ozone nonattainment areas will occur in 2000.

Many areas have recorded elevated ozone levels during the smoky, scorching summer of 1998. It's too early, though, to tell whether these high ozone readings will translate into a violation of the standard when the calculations are finalized next year.

There will not likely be any immediate impact of the new ozone standard on the conformity process. Any new area that violates the standard, however, would become subject to the conformity requirements.

**MOBILE6**
Planners and modelers have anxiously awaited the release of EPA's long-delayed new emissions factor—MOBILE—model. MOBILE6 is expected to reflect a variety of recent developments in vehicle technology and the future impacts of other Clean Air Act mandates. As of this writing, it appears MOBILE6 may be available in late 1999. The MPOs will then have a grace period to convert to the new model.

**Need More Information?**
Any planner or modeler new to air-quality modeling may contact the FDOT Systems Planning Office at (850) 922-0439 for technical assistance in running MOBILE5a and EMIS. FDOT's Office of Policy Planning coordinates the conformity consultation process and issues the conformity procedure. Contact Randy Ritter at (850) 488-8006 for further details.

[1]The transportation conformity rule is found at 40 CFR part 93 subpart A.

[2]ISTEA means the *Intermodal Surface Transportation Efficiency Act* passed in 1991. The transportation reauthorization bill enacted in 1998 is known as TEA21 - the *Transportation Equity Act* for the 21st Century.

[3]*District Review of Conformity Determinations*, Topic 525-010-014, is available from the FDOT Office of Policy Planning: Mail Station 28, 605 Suwannee Street, Tallahassee, Florida 32399-0450.

# Next round of FSUTMS Users Group meetings

**CENTRAL FLORIDA FSUTMS USERS GROUP**
A Central Florida FSUTMS Users Group meeting is currently planned for October. The meeting will be held at the FDOT District 5 Office at 5151 Andanson Street in Orlando. For more information call Ms. Susan Sadighi at (407) 623-1085 or Suncom:334-1085.

**Sarasota/Manatee FSUTMS USERS GROUP**
A SMATS FSUTMS Users Group meeting will be held on August 28,1998 at 12:00PM at the Sarasota/Manatee MPO at 7632 301 Blvd, Sarasota. For more information call Bill Sparrowhawk at (941) 359-5772 or Suncom:549-5772.

**TAMPA BAY FSUTMS USERS GROUP**
A Tampa Bay FSUTMS Users Group meeting will be held on October 28, 1998 at 12:00 PM at the District 7 Office at 11201 N McKinley Drive, Tampa. The meeting will focus on Land Use Allocation Models. For more information call Christopher Hatton at (813) 620-1460.

**SOUTHEAST FSUTMS USERS GROUP**
The Southeast FSUTMS Users Group will be meeting on September 11, 1998 at 2:00 PM at the District 4 Office at 3400 West Commercial Blvd in Fort Lauderdale. The agenda will be as follows: 1)FSUTMS 5.3 New Features 2)Two-digit SPDCAP Viewer Program 3) GIS-TM Review and New Features. For more information call Shi-Chang Li at (954)777-4601 or Suncom:436-4601.

**SOUTHWEST FSUTMS USERS GROUP**
A Southwest FSUTMS Users meeting will be held on October 8, 1998 at 10:00AM in Charlotte County Airport MPO Meeting room at 28000 Airport Road in Punta Gorda. For more information call Jim Baxter at (941) 519-2562 or Suncom:557-2562.

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The next **MODEL TASK FORCE** meeting will be held in the first quarter of 1999. Additional information will be forthcoming.

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# TMIP announces new publications

*by Kimberly M. Fisher, Texas Transportation Institute*

The following new reports are available from the Travel Model Improvement Program (TMIP), a multi-year effort to improve travel modeling. TMIP is funded by the Department of Transportation and the Environmental Protection Agency.

One free copy of these reports can be obtained by writing USDOT, Subsequent Distribution Center, Ardmore East Business Center, 3341 Q 75th Ave., Landover, MD 20785. Please include the complete report title, the report number, and your complete mailing address. Information on additional TMIP reports or the TMIP Program is available from Kim Fisher at 202.366.4054 or kim.fisher@fhwa.dot.gov.

Nonresponse in Household Travel Surveys DOT-T-98-4
This report is written for designers, analysts, sponsors of household travel surveys, and all other persons who find themselves involved, in one way or another, with the collection, reporting, or interpretation of travel survey data. Its objective is to provide a set of guidelines for measuring and reporting nonresponse in household travel surveys and for reducing the level and impact of non-response. To accomplish these goals, this report used a three-pronged approach as described in the chapter summaries below.

**Chapter 1.** Measuring and reporting nonresponse: A standard approach to reporting response rates is recommended. A standard approach, used consistently, can help assess the quality of survey data. Standard reporting also allows users to evaluate different techniques for implementing surveys, thus building a coherent body of knowledge on methods for household travel surveys.

**Chapter 2.** Reducing nonresponse: To reduce nonresponse, characteristics of respondents and interviewers must be understood. Characteristics of typical nonrespondents to travel surveys are discussed. Procedures to improve response rates are recommended.

**Chapter 3.** Statistical methods for reducing the impact of nonresponse: Despite our best efforts, all travel surveys are likely to have nonrespondents. Specific methods to adjust survey results to better represent the population are recommended.

Introduction to Panel Surveys in Transportation Studies DOT-T-98-3
This report provides a general introduction to the use of panel designs in surveys of travel behavior. It has four main objectives:
• to highlight the differences between cross-sectional and panel approaches to the study of travel behavior,
• to discuss the limitations of cross-sectional and panel data,
• to identify situations where panel data are preferable, and
• to provide guidelines for designing and maintaining a panel survey.

Through examples drawn from the transportation literature, this report illustrates how panel designs can be used to address a variety of transportation issues. The report identifies several situations where panel designs are preferable, either because they provide information that cannot be obtained on cross-sectional designs or because they are more efficient than cross-sectional designs. It then discusses the special issues and problems that arise when the same group of individuals is followed over time. The final sections of the report provide guidelines for designing and maintaining a panel survey, and for preparing panel weights for analysis of the data.

Travel Model Speed Estimation and Post Processing Methods for Air Quality Analysis DOT-T-98-5
Transportation planners have relatively sophisticated and complex computer models available to them for forecasting travel demand and air quality. The weak point in the process however is the interface between the demand and pollutant emission models. Travel demand models are designed to forecast travel demand but have not traditionally

# FDOT Site Impact Workshops

The Florida Department of Transportation is currently holding Site Impact Workshops all throughout the state. The workshops will focus on the Department's recently completed Site Impact Handbook, and its application to the reviews and analysis of traffic impacts associated with new developements, including Developments of Regional Impact (DRIs). Problem solving will be emphasized. Participants are requested to bring a calculator, and a copy of the FDOT Site Impact Manual if they have one. Manuals will be available at the workshop for those who need them.

The next workshop will be held on September 1, 2 & 3 in the Radisson Riverwalk Hotel on Prudential Drive in Jacksonville. Please contact Lea Gabbay at FDOT District Two at (904) 381-8606 or Suncom: 824-8606.

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been as reliable for forecasting vehicular speeds. Air pollutant models however require as input reliable estimates for vehicle demand, vehicle speeds, and vehicle operating mode (e.g. cold start, hot start, etc.). This gap between the traditional outputs of travel demand models and the required inputs of air quality models is the subject of this report.

This report suggests various short term improvements that might be made to the speed estimation routines contained in travel demand models, and suggests various post-processor routines that can be used to further improve model speed estimates. These post-processor routines generally use data and procedures not typically available in travel demand models. Finally this report suggests improvements that can be made in current techniques for estimating vehicle operating modes.

# FSUTMS modeling training workshops

*by Huiwei Shen, FDOT Systems Planning Office*

The **FSUTMS Model Calibration Workshop** is designed to provide attendees with interactive instruction on FSUTMS model calibration and validation. Instruction will cover good calibration/validation techniques, criteria, procedures, and accepted standards in Florida. A guest modeler with extensive model calibration experience is invited to help prepare and teach this course. The completion of the Basic and Intermediate FSUTMS Workshops is not required but strongly recommended.

This workshop was held on August 10 through August 13, 1998 in Tampa.

The **Basic FSUTMS Workshop** gives participants an overview of the transportation planning process, travel demand forecasting methodologies, and FSUTMS modules and file formats. Participants will learn to install and execute FSUTMS, interpret the output results, create standard plots, and execute the Network Information System (NIS). An overview of the GIS-TM (GIS for Transportation Modeling) software which bridges FSUTMS and ArcView is also included.

The workshop will start at 1:00 pm on August 31 and end at 12:00 noon on September 4, 1998. A block of rooms has been reserved for $77 per night at the Ramada Resort Hotel located at 7400 International Drive, Orlando, Florida 32118. Hotel telephone number is (800) 327-1363. Registration deadline for this workshop is August 28, 1998.

The **Fundamentals of FSUTMS Transit Modeling Workshop** is designed for professionals with highway modeling experience but little experience in transit modeling. Discussions on transit modeling terminology, transit network building, transit path building, transit assignment, transit Network Information System, and transit evaluation are included. The workshop also provides details on the mode split routine for single-path transit models and a review of the control files, parameters, options, reports, and report interpretation for FSUTMS transit modules. A Guest Modeler with extensive transit modeling experience is invited to help prepare and teach this workshop.

This workshop will start at 8:30 am on October 12 and end at 4:30 pm on October 14, 1998. A block of rooms has been reserved for $62 per night at the Treasure Island Inn located at 2025 South Atlantic Avenue, Daytona Beach Shores, Florida 32118. Hotel telephone number is (904) 255-8371. Registration deadline for this workshop is October 7, 1998.

The **Intermediate FSUTMS Workshop** provides technical details on the FSUTMS process and is designed for transportation professionals who have a basic understanding of the travel demand forecasting process. The workshop contains lectures on travel survey techniques, how to create FSUTMS input files from Origin and Destination Survey data, how to create and interpret trip tables, and the usage of Friction Factors and K-Factors. The workshop discusses various FSUTMS script files, modeling of toll facilities, and Highway Occupancy Vehicle (HOV) analysis. Discussions on how to develop and test alternatives and select needs and cost-feasible plans are also included.

The workshop will start at 1:00 pm on November 16 and end at 12:00 noon on November 19, 1998. A block of rooms has been reserved for $62 per night at the Treasure Island Inn located at 2025 North Atlantic Avenue, Daytona Beach Shores, Florida 32118. Hotel telephone number is (904) 255-8371. Registration deadline for this workshop is November 11, 1998.

The following workshops have also been tentatively scheduled:

### FSUTMS SPECIAL UPDATE WORKSHOP
December 1998 or February 1999
Treasure Island Inn
2025 South Atlantic AvenueDaytona Beach Shores, Florida 32118
(904) 255-8371

### BASIC FSUTMS WORKSHOP
January 25 - 29,1999
Treasure Island Inn
2025 South Atlantic Avenue
Daytona Beach Shores, Florida 32118
(904) 255-8371

### ADVANCED FSUTMS TRANSIT WORKSHOP
February 1999
Treasure Island Inn
2025 South Atlantic Avenue
Daytona Beach Shores, Florida 32118
(904) 255-8371

### INTRODUCTION TO URBAN TRANSPORTATION PLANNING
March 15-19, 1999
Location to be determined
This course is sponsored by the FDOT Public Transit Office.

### ADVANCED FSUTMS WORKSHOP
April 1999
Location to be determined

### FREIGHT MODELING WORKSHOP
May 1999
DoubleTree Hotel
4500 West Cypress Street
Tampa, Florida 33607
(813) 879-4800

**For more information contact**:
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Tel: (850) 488-4642
FAX: (850) 921-6361
SC Tel: 278-4642  SC FAX: 291-6361

E-Mail: huiwei.shen@dot.state.fl.us

# What's happening in the District planning offices ?

When embarking on a new data collection or research project, it is often helpful to talk to someone who is working on a similar project. Coordinating activities and sharing information between districts can save time and money! The modeling contacts in each district are listed below, followed by an unofficial "off-the-cuff" list of ongoing modeling-related projects in the district.

**District 1 - Jim Baxter (941) 519-2562**
Development of a Districtwide FIHS Model
Polk County Network Update
Development of intersection geometry in a DEMO study for SR 70
Traffic Memorandums for US 301, SR 84, Harborview Rd. & Golden Gate Pkwy
Lee County Plan Update
Polk County Plan Update

**District 2 - Imran Ghani (904) 381-8695**
Jacksonville MPO 2020 LRTP
Nassau County Transportation Study
Putnam County Transportation Study
Clay & St. Johns Counties future year SE data
I-95 HOV Study
I-295/ Morse Ave IJR
Old St. Augustine / I-95 IMR
SR 55/US 19 Action plan
Port Talleyrand Study
Ramp Count Study
SR 19/ SR 100/US 17 Action Plan
GIS/ Transit Integration

**District 3 - Craig Gavin (850) 638-0250 x536**
Developing four Remote Traffic Microwave Sensor sites
Installation of non-intrusive traffic counting stations
Collection of RCI data with Differential Global Positioning Systems
Developing FIHS Management System
Evaluating corridor improvements on US 90
Action Plan on SR 85 & I-10
Developing Districtwide Long Range Transportation Plan Summaries
Pensacola 2020 LRTP
Tallahassee 2020 LRTP
Corridor Management Study - North Monroe Street
Developing Transportation Planning and Analysis Software (TPAS)

**District 4 - Shi-Chiang Li (954) 777-4601**
US 1 Alternatives Study
Ft. Lauderdale Airport/Seaport Connector Study
Treasure Coast Regional Planning Model Validation
SR-A1A Capacity Analysis
Southeast Florida Regional Travel Characteristics Study (joint effort with District 6 and MPOs)
Integrated Design Traffic System
Trip Generation Equation Refinements
Broward County Trafficways Plan Update

**District 5 - Alice Gilmartin (407) 623-1196**
Develop process to expedite DRI reviews
Arterial Investment Studies on SR 507, US 1 (Brevard County & US 1 (Volusia County)
Plemo Studies on US 441, SR 46 & Apollo Blvd extension
1996 Model Validation for Metroplan Orlando
Model development for Lake County
Model refinement effort for the Brevard, Ocala, Volusia Model
Congestion Management Implementation Efforts for US 17/92 in Orange and Seminole Counties
Annual traffic count on interstate ramps to be included in 1998 count book
SR 50/SR 405 corridor analysis (Brevard County)
Rail Feasibility Study in Volusia County

**District 6 - Phil Steinmiller (305) 377-5910**
Miami Dade MPO 2020 LRTP
Southeast Florida Regional Travel Characteristics Study (joint effort with District 4 and MPOs)
Alternative land use scenario study for Transit

**District 7 - Danny Lamb (813) 975-6437**
Corridor, Subarea and Special Transportation Studies
RTA Phase III: Tampa Bay Regional Planning Model Validation
RTA Phase IV: Tampa Bay Regional Transportation Strategy Update
District Highway Statistics Program
Florida Intrastate Highway System Corridor Studies
Districtwide Major Investment Study
Tampa Bay Regional Travel Characteristics Study
Modal Systems Planning and Analysis
Tampa Bay Regional Goods Movement Study

**Turnpike District - Joey Gordon (850) 922-2520**
Western Beltway
FIHS
St. Lucie Boulevard Preliminary Traffic and Revenue Study
County Road 470 TIJR
US 1/HEFT (Florida City) Ramp IMR

# Two new FSUTMS Users Groups formed

## CENTRAL FLORIDA FSUTMS USERS GROUP

*by Arturo J. Perez, P.E., Vice President/Principal, Leftwich Consulting Engineers, Inc.*

Under the auspices of the Florida Department of Transportation - District Five, a Central Florida FSUTMS Users Group (CFFUG) has been formed. The users group is open to all agencies (DOT, County, City) and consultants interested in the advancement and application of state-of-the-practice procedures in modeling around the state of Florida and the U.S.

The first meeting of the newly formed group took place July 17, 1998 from 2:30 p.m. to 4:30 p.m. at the District Five Urban Office in Orlando. At this initial meeting, the structure, meeting frequency and duration (based on results from a survey of participants) was agreed upon. Ms. Susan Sadighi, P.E. of FDOT District Five was elected as chairman of the group. In addition, the following topics were discussed:
•Survey Form (Alice Gilmartin, FDOT

District Five)
•Modeling Overview (D. Scot Leftwich, Ph.D., P.E., Leftwich Consulting Engineers, Inc.)
•Orlando Urban Area Transportation Study (OUATS) model validation for 1996 (D. Scot Leftwich, Ph.D., P.E.)
•VIPER. New, state-of-the-art, planning environment. This program provides a graphical environment designed to run under Windows 95/98 and Windows NT. (Arturo J. Perez, P.E.)

The next meeting will take place in October. Meeting notices will be sent out once date and location have been confirmed. If interested in participating, please contact Ms. Susan Sadighi, P.E. at (407) 623-1085, ext. 135 or via e-mail at Susan.Sadighi@dot.state.fl.us.

## SMATS FSUTMS USERS GROUP

The first meeting of the Sarasota/Manatee Metropolitan Planning Organization Users Group was held on Friday July 31, 1998. There were three items on their agenda: (1) Review of the SMATS Model (Dan MacMurphy, URS Greiner) (2) The DRI procedure as used in Sarasota (Maureen Swenson, SWFRPC) (3) Housekeeping (Bill Sparrowhawk was elected Chairman.) It was decided that the SMATS Users Group will be more of a hands-on group. The plan is to have a computer at the meetings and to discuss specific items related to the SMATS model. The next meeting will be held in Sarasota at 7632 301 Blvd. on August 28, 1998 from 12:00-2:00PM. The meeting is open to all licensed FSUTMS users modeling Manatee or Sarasota data, whether from the public or the private sector. If you have any questions, call Bill Sparrowhawk at (941) 359-5772 or Suncom:549-5772.