TRAVEL ANALYSIS ADVISORY GROUP
MEETING SUMMARY
Tuesday, November 20, 2007
9:30 A.M.

BALTIMORE METROPOLITAN COUNCIL CONFERENCE ROOMS A & B

ATTENDANCE

Kiman Choi – Maryland Department of Planning
Kwaku Duah – City of Annapolis Department of Planning and Zoning
Keith Kucharek – Maryland State Highway Administration
Derek Gunn– Maryland State Highway Administration
Morteza Tadayon- Maryland State Highway Administration
Subrat Mahapatra - Maryland State Highway Administration
Derek Myers – Carroll County
Ben Pickar – Howard County Department of Planning & Zoning
Alex Rawls – Harford County Department of Planning & Zoning
Candice Tan – Howard County Department of Planning & Zoning
Yuanjun Li – Montgomery County
Mark Radovic – Gannett Fleming
Carmen Moroson – Baltimore City Department of Planning & Zoning
Derek Miura- Citilabs
Frank Spielberg – VHB
Sevgi Erodgan – University of Maryland
Hani Mahmassani – University of Maryland
Kelly Clifton – University of Maryland – NCSG
Gerrit Knaap - University of Maryland – NCSG
Laura Rice- WRA
Ed Cohen – Citizen

BMC Staff

Charles Baber – Baltimore Metropolitan Council
Gene Bandy – Baltimore Metropolitan Council
Amber Blake – Baltimore Metropolitan Council
Bala Akundi – Baltimore Metropolitan Council
Dunbar Brooks – Baltimore Metropolitan Council
Matthew de Rouville – Baltimore Metropolitan Council
Vimal Kumar – Baltimore Metropolitan Council
Brian Ryder – Baltimore Metropolitan Council
Victor Henry – Baltimore Metropolitan Council
Eileen Singleton – Baltimore Metropolitan Council

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1.Development of Statewide Sketch-level Transportation Model

SHA staff provided an overview of the study towards development of Statewide Sketch-level Transportation Model and presented the work outline defining the proposed tasks in detail.

Comments/Observations

1. Mr. Cohen asked whether the surrounding state counties such as of PA, DE etc. were included in the model and any contact established with the corresponding MPOs. Mr. Mahapatra responded that such counties were taken into consideration in the sketch-level model at an aggregate level.

2. Mr. Miura asked whether the "Cargo" model developed in PennDOT will be used in the statewide model development effort.

3. Mr. Cohen asked whether the intra-city bus services data is necessary for the statewide transportation model. Mr. Mahapatra responded the usefulness will depend on the level of detail sought in the analysis.

4. To a question regarding the funding of this project, Mr. Mahapatra replied that the project comes under "special projects funding" for SHA.

2.Use of Dynasmart Software for Scenario Testing

Dr. Hani Mahmassani and staff of the University of Maryland presented their work on developing a dynamic traffic assignment model for the Baltimore Region.

Comments/Observations

1. Mr. Spielberg inquired about the reason for only 118 link counts being verified out of 25,000 links in the model. Mr. Mahmassani replied that the links selected for the counts covered major facilities in the region and were verified and reliable compared to others.

2. Mr. Duah asked about the kind of indicators being used to determine the relative reliability of counts on the selected links. Mr. Mahmassani answered that it is a judgment call and the counts on the links should be significant enough to be analyzed. Ms. Erodgan added that the links are in the sub-area network and not in the regional network and have significant volumes on them. The counts on these links are the most recent ones which is necessary for analysis purposes.

3. Mr. Miura asked whether there was a limitation on the number of vehicles that can be in the network in the given time period. Mr. Mahmassani replied that the limitations exist only in terms of computational specifications.

4. Ms. Singleton asked whether any incidents on the facilities are taken into account towards impacts on the loading of networks. Mr. Mahmassani agreed to this and added that the incident scenarios are not created by themselves but

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need to be generated. Also in the short-term, the incidents might not cause any adjustments in the travel behavior but may shift the destination choice patterns in the long-term.

3. Understanding Model Inputs and Associated Outputs

The BMC staff presented details on how input socio-economic data are translated into needed distribution of household by income, persons, and workers to simulate travel behavior. It was explained that the BMC had calibrated aggregate share models estimating households by income (4 classifications), persons (5), and workers (4). Using non-iterative proportional fitting, joint distributions of households by income and persons and households by income and workers are estimated for each zone. In order to judge model performance, the model estimates using Round 7 zone demographic input were compared to estimates developed from the American Community Survey (ACS) at the Public Use Microdata Area (PUMA).

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Deleted: The BMC staff presented details on how the Baltimore regional travel demand model works, concentrating on understanding how model inputs (socio-economic data, etc.) translate into model outputs. An overview of the model variables and associated outcomes was also described.¶

Comments/Observations

1. Mr. Spielberg inquired whether the current model estimates are being compared with the estimates from the American Community Survey. Mr. Baber replied yes in answer.
2. Mr. Pickar noted higher percent of transit use for income categories 1, 2 and 3.