



TRAVEL ANALYSIS ADVISORY GROUP MEETING SUMMARY

Tuesday, September 18, 2007
9:30 A.M.

BALTIMORE METROPOLITAN COUNCIL CONFERENCE ROOMS A & B

ATTENDANCE

Kimani Choi – Maryland Department of Planning
Kwaku Duah – City of Annapolis Department of Planning and Zoning
Keith Kucharek – Maryland State Highway Administration
Feng Liu – Michael Baker
L’Kiesha Markley – 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
Jim Wilkinson – Maryland Department of the Environment

Ed Cohen – Citizen
Kevin Racine – Citizen

BMC Staff

Charles Baber – Baltimore Metropolitan Council
Gene Bandy – Baltimore Metropolitan Council
Amber Blake – Baltimore Metropolitan Council
Dunbar Brooks – Baltimore Metropolitan Council
Matthew de Rouville – Baltimore Metropolitan Council
Michael Freeman – Baltimore Metropolitan Council
Vimal Kumar – Baltimore Metropolitan Council
Brian Ryder – Baltimore Metropolitan Council
Burt Samuelson – Baltimore Metropolitan Council

1. BMC’s Work Plan for Model Development Activities

BMC staff summarized the findings from the recently released Transportation Research Board Special Report 288, *Metropolitan Travel Forecasting: Current Practice and Future Direction*. The staff also reported plans for future modeling efforts.

Comments/Observations

1. Mr. Pickar expressed some of the issues pertaining to activity-based modeling. He asked about the size of the data sample needed for accuracy in activity-based modeling. He also expressed the issue on how to account for rail mode

(MARC, Amtrak etc.), tolling, variable pricing, BRAC etc. in the Baltimore region. He asked how much more accurate the model results can get if the tool is based on activity-based modeling and how useful can the methodology be for project planning and modeling purposes in the future. Mr. Baber responded that it all depends on the goals we set and what kind of technical analyses needs to be done for the next long-range transportation plan.

2. Mr. Cohen asked whether year 2010 would be calibrated for the next long-range transportation plan to which Mr. Baber responded that the calibration is based on the survey data being collected presently. There might be a possibility to do a validation or a performance check for year 2010.

2. 2005 Model Performance Check

BMC staff presented an overview of the results for 2005 Model Performance Check & Analysis. Utilizing available traffic counts and Highway Performance Monitoring System Data as benchmarks, the staff has run the Baltimore Region Travel Demand Model to assess its performance utilizing this new base year.

Comments/Observations

1. Mr. Pickar suggested drawing a scatter plot diagram between the counts collected and the simulated volumes on all links for all facility types and analyzing the V/C ratios, RMSE and R² values.
2. Mr. Choi asked if any comparison was done between transit boardings and transit assignment results. Mr. Bandy replied that the Maryland Transit Administration presently does not have the transit boarding counts by each transit line for 2005.
3. Mr. Liu suggested comparing the trip lengths between year 2000 and year 2005 as well.

3. Research Project: Incorporating WMATA Metrorail into the Baltimore Region Travel Demand Model

BMC staff made a preliminary examination of adding the Washington Metropolitan Area Transportation Authority's (WMATA) heavy rail Metro system to the BMC's travel demand model and presented issues related to this activity. A scenario was tested where WMATA's Green Line was extended from its current terminus at Greenbelt to BWI Marshall Airport. While feasible additional work will be required, the Baltimore Regional Travel Demand Model may not be the most appropriate vehicle for determining this analysis.

Comments/Observations

1. Mr. de Rouville responding to a question noted that the approach assumes there is no space constraint in the Park n Ride (P n R) lots.

2. Mr. Pickar commented that the project might be useful from policy point of view in terms of looking at other options for transit.
3. Mr. Liu asked how different the results would be if instead the Metropolitan Washington Council of Governments (MWCOG) model is used for evaluation purposes.
4. Mr. Cohen asked if there is any Green Line stop at Odenton. Mr. de Rouville replied that there was none.
5. Mr. Duah said looking at the trip distribution numbers from Baltimore to Washington region reinforced the point to analyze the results using MWCOG travel demand model.

4. Displaying TP+ Output Using ArcMap

BMC staff maintains the region's highway network in a custom ArcMap SDE database. The master highway network has been enhanced adding vertices to the arcs increasing the visual appeal of output. BMC staff presented the process of combining TP+ output with the master network database. The combined database can be displayed in the ArcMap environment taking advantage of the enhanced visual appeal and the ability to overlay other geo-referenced databases.