



MEETING MINUTES
(Form QAP 17.2.2, Rev. 2)

PROJECT: Tri-County Regional Travel Demand Model DISTRIBUTION: Those in Attendance
PROJECT NO.: 08L0013 File
DATE: April 16, 2008
LOCATION: Tri-County
BY: Kurt Bialobreski
PARTICIPANTS: Joe Wuellner - City of Pekin
Jim Stack - IDOT
John Donovan - FHWA
Tony Sassine - IDOT
Riad Alharithi - IDOT
Eric Miller - TCRPC
Amy McLaren - Peoria Co. Highway
Andrew Werner - Peoria Co. Highway
John Stokowski - Citylink
Ty Livingston - City of East Peoria
Jon Oliphant - City of Washington
Nick Stoffer - City of Peoria
Les Nunes - IDOT Urban Program Planning
Joe Alexander - Citylink
Randy Langinga - IDOT
Sean Coyle - IDOT
John Hartwig - TCRPC
Nicole Nutter - TCRPC
Jeff Terstriep - LEAMgroup
Kurt Bialobreski - Hanson
Kirk Brown - Hanson
Liz Thomas - Hanson

The following minutes express our understanding of the items discussed. Please respond in writing within five days of receipt if any changes are required.

The second Technical Advisory Committee (TAC) meeting was held at Tri-County Regional Planning Commission at 10:00 a.m.



Handouts were provided to the TAC. Included in the handouts were the agenda, existing street network, existing TAZ boundaries and a list of special generators. The meeting began with a project update. Hanson is still in the data collection process of the project and has collected information on the roadway network, special generators, identified regional collector streets and developed a Traffic Analysis Zone (TAZ) layout. Much of the previous model's TAZ structure was kept, especially in areas with minimal growth. Approximately 100 zones have been added to update the network.

The existing street network was presented to the TAC. Hanson explained that they are going to model roadways with a functional classification of major collector and higher. The existing model is going to be calibrated to 2007 counts that were collected as well as some 2008 counts. U.S. census data and county to county employment data will also be used to analyze external information. Hanson asked that the TAC review the network and respond within a week of any changes that need to be made in the existing network model. Hanson is asking for basic approval to move forward. Eric Miller asked that each area's representative review their area and comment.

The TAZ layout was presented to the TAC. TAZs are areas of like land-use and have the same travel patterns. Trips are produced within and attracted to these TAZ areas, and they enable the model to track trips through the network. A question was asked how parcels pair up to the TAZ map. Jeff Terstriep answered that the LEAM model is smaller than a parcel and can be combined to fit the TAZ with land-use data. The TAC was asked to review and comment on the TAZ layout for approval. Eric Miller asked Hanson to describe what types of things the TAC should be looking for to comment on. Hanson replied that they should look for significantly different land-uses in large portions of the identified TAZ. Hanson used aerial photography to build the TAZ boundaries and areas may have become developed or redeveloped since the photos were taken. Jeff Terstriep stated that the land-cover figure he supplied should roughly fit the TAZ. Eric Miller explained that if TAC members are having trouble commenting on the TAZ boundaries, he can help supply them with information to help return comments quicker as well as help the TAC get a fuller understanding of how the model works.

The TAC was then asked to look at the list of special generators. A special generator is a regional business with at least 250 employees that work in one location or a regional shopping center. Hanson used a list published by the Economic Development Council to generate the list for the Travel Demand Model. Hanson is going to request employee zip code information to determine where people are coming from to go to work (no names or addresses will be requested). This process helps develop traffic patterns that may help calibrate the model.

The existing counts (Average Daily Traffic and peak hour turning movement volumes) are being provided by Tri-County. IDOT has recently updated their website with 2007 data; this data will be used to calibrate the model. The model can estimate turning movements for peak hours; however, that information needs to be calibrated as well. Hanson has a map of ADT counts and a list of peak hour counts that are still needed. It was pointed out that Hanson is not going to model every intersection in urban area; however major intersections that help move traffic through the area will be modeled. Local agencies will be contacted individually about which intersections Hanson will require counts or signal timings.



The next item on the agenda was defining how to obtain trip generation rates for residential areas. Typically these are done with the cross-tabulation method. However, there are two types of cross-tabulations that can be done. These rates are published by NCHRP and ITE. It is accepted procedure to use these rates in place of a labor intensive household travel survey that would be expected to produce similar rates. One trip production method uses persons per household by vehicles per household, and the other is income by vehicles owned. The first represents the idea that the more people you have in the household, the more trips you will make. The second is that the higher the income you have, the more trips you make. The original model was completed by persons per household by vehicles per household. However, Hanson suggests that with higher energy costs, higher inflation pressures and an unstable economy that income may control the number of trips more than the amount of people in the home. A small discussion was held about which method should be used and the TAC was asked to return their preferred method along with the network and TAZ comments. The preferred method will be used by Hanson to develop the existing conditions model.

Jeff Terstriep discussed the LEAMgroup model. LEAM has been working with Peoria since 2000 building a model and adapting the model to local patterns. The current land-use map is based on the 1992 USGS but was normalized to the 2000 census. LEAMgroup is working on updating the model to USGS 2000 conditions using an automated road cleanup as well as a hand clean up to remove some of the minor roads. The goal is to normalize the LEAM model to the TAZ map to connect the two models.

The next meeting date is scheduled for June 18th. Hanson will be working on calibrating the existing conditions model and the subarea model for the Main Street Traffic Study during June. The subarea model will be used to calibrate the Tri-County model. The next TAC meeting will be on August 20th, and Hanson would like to present the calibrated existing conditions model at his meeting.

Action Items:

Hanson/LEAMgroup

1. Contact individuals about intersection data that they need to supply.
2. Distribute landcover map with TAZ boundaries laid in.
3. Develop and calibrate existing network models.

TAC

1. Review/comment/approve existing street network.
2. Review/comment/approve TAZ boundaries.
3. Supply Hanson with additional special generators or contact information for the special generators.
4. Comment and vote on which trip generation procedure should be used for the existing model.
5. Review/comment/approve existing landcover.