We had a good call with the Met Council folks.  It looks like we have concurrence to use the NPMRDS data for the Tier 1, 2, and 3 roadways.  They are 50/50 on the V/C ratios based on the Model capacities and expressed a preference for the Streetlight data.  At this point I feel that we have guidance as to the “yardstick” to use, now we need to develop the “thresholds.”

We also had agreement that the CMP will most likely be effective for the Tier 3 & 4 roadways.  They are already doing what can be done (quick and low cost) on the Tier 1 and 2 facilities.

What is your understanding of the ability to use the Streetlight data for Tier 4?  I know that they are still trying to work out contract issues with a vendor but I know that the typical use of Streetlight deals with flows through specific cordon locations.  I know that Streetlights offers a segmented product that is proprietary, question is… will that be included in the contract that they are trying to approve?  Also, how long do they anticipate having access to the Streetlight data?

I would like for you to prepare 2 to 3 “threshold” recommendations for each tier of roadways for options to identify congested corridors.  There is a lot of different ways to do this and I would like the value of your experience in making the recommendations.  Some considerations include:

1. The Typical Severity of Congestion
2. The Typical Duration of Congestion
3. The Variability of Congestion (Travel Time Reliability Measure)
4. Sensitive to Context (Lower Speeds are normal and desirable in urban areas vs. rural)
5. Should be Understandable //I say this with a smile!//

I think that there is value in having measure(s) that allow to have a good understanding of the degree of potential congestion.  For example:

Over 1.08 Volume to Physical Capacity                                                                    Extremely Congested

Over 1.00 to 1.08 Volume to Physical Capacity                                                    Congested

0.90 Volume to LOS D Service Volume to 1.00 Physical Capacity                  Minimally Congested

0.75 to 0.90 Volume to LOS D Service Volume                                                     Approaching Congestion

Less than 0.75 Volume to LOS D Service Volume                                                                 Not Congested

Even if this is not a benchmark statistic, it will be helpful to understanding congestion and potentially prioritizing which corridors will be evaluated.

In the end, I am thinking that we might have three measures that we use:

* How Bad is the Congestion at 90th Percentile
* Average Peak Hours of Congestion
* Travel Time Reliability Measure

Again, the question is the thresholds.

Do you have time this morning for a quick chat?  I am free from now until 11 am Central.  I would then like a follow up call early Friday morning (before 10 am Central) or Monday morning (before 9 am Central)  to discuss where you are.  We have our weekly call on Friday, August 24th  with the Met Council staff.