Lyerla, Brant

From: Ken.Cervenka@dot.gov
Sent: Wednesday, April 08, 2015 3:21 PM
To: Lyerla, Brant
Cc: peter.mazurek@dot.gov
Subject: RE: Lynnwood Link Extension - ridership methods report

Hello Brant,

This document looks great. My only significant "complaint" is that I wish travel forecasters provided this kind of "data-driven analytical detail" on work that is done outside the Seattle metropolitan area. But that's not your problem.

At the moment, only two questions to send your way:

Page 23 notes the following: "The ST ridership forecasts use the PSRC model version, as adopted by WSDOT for travel forecasting in support of major highway projects, to estimate highway travel times. This highway model has been refined and validated in recent years for use on the SR 99 Alaskan Way Viaduct (AWV) & Seawall Replacement project, the I-90 tolling analysis, and the Lynnwood Link Extension (see Appendix C). These times are tabulated in the form of 219 x 219 FAZ-to-FAZ times for each highway network. A weighted averaging process is used to convert the more detailed TAZ-based travel times to FAZ-level highway travel times."
Appendix C shows some comparisons between the 2014 base year predicted and observed volumes. What specific tests were performed to confirm the reasonability of the predicted and observed peak period auto travel times, particularly for roadways in the LLE corridor that parallel the proposed extension? What was the source for the observed auto travel times?

Page 4 is a nice summary of the changes in data sources and model structure from 2004 to 2014. Three to five years ago, we had various discussions that resulted in preparation of "validation over time" tests (both backcast and forecast checks were eventually done). Now that you have what appears to be a solid 2014 base year model in place, have you demonstrated its ability to predict changes in transit ridership over time by performing a backcast check to an earlier year? The before-and-after study performed a few years ago for the Central Link Initial Segment and Airport Link project showed that the original FFGA predictions for opening year were noticeably higher than actual, with the likely reasons tracked down to errors in the model inputs rather than the model itself, but still good to confirm that all seems to now be well with the modeling process in predicting reasonable changes in ridership over time.

Best wishes,
Ken Cervenka
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202/493-0512

From: Lyerla, Brant [mailto:brant.lyerla@soundtransit.org]
Sent: Wednesday, March 11, 2015 3:11 PM
To: Mazurek, Peter (FTA)
Cc: Shelden, Matt; Ginder, Michelle; Witmer, John (FTA)
Subject: Lynnwood Link Extension - ridership methods report

Pete,

As another follow-up item, here is our latest methods and validation report for our new 2014 base year ridership model. The main difference from the previous report is the new validation results for the 2014 base year. For our Lynnwood Link Extension grant application we will be using 2014 as the current year. Please distribute the report to other FTA Headquarters staff as needed. I'll be leaving on vacation tomorrow. If you have comments or questions let's follow up on those when I return from vacation on March 23rd. Thanks very much.

Brant Lyerla | Project Manager – Modeler | Sound Transit, Office of Planning and Development | 206.398.5404 | brant.lyerla@soundtransit.org | www.soundtransit.org