2016 Spring NCMUG Meeting

Wednesday, May 11, 2016
10:00 a.m. – 12:00 p.m.
Room Triad Ballroom West, Greensboro Downtown Marriott
304 N. Greene Street, Greensboro, North Carolina 27401

Presenter Bio

- **MODEL OUTPUT VISUALIZATION**

Using Data to Help Tell the Story: Emerging Trends in Data Delivery and Analysis Tools and Techniques to Improve Model Resolution

PB Team[1]
Leta Huntsinger, PhD, PE
Senior Professional Associate/Project Manager, WSP Parsons Brinckerhoff
Leta is an outside the box thinker that promotes the evolution of standard trip based models to advanced models scalable to community needs and transportation challenges. She has over 25 years of experience in transportation planning, travel modeling, and project management. In her time away from work Leta enjoys running, biking, and kayaking.

Rhett Fussell, PE
Senior Professional Associate/Project Manager, WSP Parsons Brinckerhoff
Rhett Fussell, a 1996 graduate from NC State, considers himself a transportation engineer but has aspirations of being a retired sports junkie that travels to sporting events across the world. He has worked for PB as a travel model dork for the past 10 years and for NCDOT for 10 years prior-he is now considered "old school" based on experience. He has spent his career in both long range planning issues and development of travel demand models. He has one chocolate lab child and a partner of 7 years. He is an Aries, likes the beach and cookies, plays volleyball regularly and sometimes can be found at the gym. He has a Masters of Civil Engineering from NC State University.

Kyle Ward, EI
Transportation Analyst, WSP Parsons Brinckerhoff
Kyle specializes in the development of tools and applications that help end users better understand data and information related to transportation planning and travel modeling. He has over 6 years of experience in travel modeling and transportation planning including extensive experience with Census data and data products.

Greg Macfarlane, PhD
Transportation Analyst, WSP Parsons Brinckerhoff
Both of Greg Macfarlane's parents are Latin professors he is married to a Latin teacher; how he ended up as an engineer is anyone's guess. Regardless, he has been with WSP | Parsons Brinckerhoff since 2014 and moonlights with Transport Foundry; he has previously worked for the National Center for Sustainable Transportation and the Utah Transit Authority. He holds graduate degrees in economics and civil engineering from Georgia Tech and graduated from BYU.

[1] NCMUG_2016-05-11_1_Visualization_UsingDataToHelpTellTheStory_02-17_LetaPB.docx

- **MODELING INTERSECTION DELAY**

Intersection Delay Relationships in Travel Models – Minimum Recommendations and Deployment Challenges

Alan Horowitz[2]
Alan J. Horowitz is a transportation engineer and an urban planner. His research spans the areas of travel forecasting and traffic impacts. Since coming to the University of Wisconsin-Milwaukee in January 1979, Professor Horowitz has been continuing his research into values of time, and conducting new research about urban trip tours, land-use impact assessment, single-route ridership forecasting, trip assignment, subarea focusing, ride quality of highways, intermodal passenger transfer facilities, transportation benefits, freight planning, applications of GIS to transportation networks, hazardous materials routing, intelligent transportation systems, and travel forecasting. Dr. Horowitz is the author of the Quick Response System II travel forecasting software platform.

Incorporating Intersection Delay in Subarea Travel Demand Modeling

Feng Liu[3]
Feng Liu, Ph.D., is a Principal and the Mid-Atlantic Regional Manager of Cambridge Systematics' travel demand forecasting business line, with more than twenty years of experience in a wide spectrum of planning issues at local, metropolitan, and state levels. He has a proven record of successfully applying a variety of modeling techniques and methods to a wide spectrum of planning issues, such as regional, corridor, and sub-area planning, transit and highway planning, alternatives analysis, and FTA New Start projects. His most recent projects include the Durham-Orange LRT Ridership Forecasting, Virginia Statewide Model Development, Baltimore Activity-Based Model development, and Los Angeles County Bicycle Model Development. Dr. Liu received a Ph.D. and M.A. in City and Regional Planning from the University of Pennsylvania.

Modeling Intersection Delay

Vince Bernardin[4]:
VINCE BERNARDIN, Ph.D., is Director of RSG's Travel Forecasting Group and manages their Indiana office. Vince has project experience in more than fifteen states and abroad developing and applying statewide, urban, and corridor-level travel forecasting models for both plan development and major project studies. He is best known for his development of a "hybrid" modeling approach, which combines elements of activity-based and trip-based models; he also offers considerable experience with emissions and economic analyses. With his broad experience, Vince brings both technical expertise and creativity in developing the right tool or analysis for an individual client's needs. He has published on a wide variety of topics including destination and mode choice models, the complexity of travel patterns made using public transit, and carbon accounting methods for assessing greenhouse gas impacts of major highway investments. Vince holds a BA in Philosophy from the University of Notre Dame, and an MS and Ph.D.in Transportation Engineering from Northwestern University.

[2] FMPO Peer Review Report 004_2015-10-01_MartyCSI.docx
[3] NCMUG_2016-05-11_2_IntersectionDelay_2_Bio_03-04_email_FengLIU.docx
[4] NCMUG_2016-05-11_2_IntersectionDelay_3_VincentBernadin_Bio_2016-02-25_email.PDF