Presentation:
Karl Westby, Ph.D., Westby Consulting, LLC
Brad Stein, Stein Consulting
Applications on I-405
I-405/SR 167 Corridor, Seattle
Mithilesh (Mit) Jha, Earth Tech
A Comprehensive Approach to Programming, Managing and Delivering Construction Projects in the Puget Sound Region

Visit http://www.minitooth.com/wz/index.htm for full presentation.
Thumbnail: Two presentations regarding tools to examine congestion-related impacts and to tie those impacts into project management decisions on the I-405 corridor.

Notes:

Westby:

Item: The System Mobility Investment Process (SMIP™) is a tool for the project development phase. It represents process/tools/process methodology, which translates to: decisions outcome, then modeling results analysis, then messaging for decision-making.

Jha:

Item: Cost/benefit ratios compare tools and that is not necessarily the answer: modeling is needed, regardless.

Item: In terms of scale, the top level is a demand model, the middle level is a large scale dynamic model, and the bottom level is a detailed micro model. Can they be integrated? It isn't clear. The micro might be difficult to integrate with the macro, for instance, due to the high level of detail in the micro.

Item: Within agencies, project decision making is often based on traditional processes, experience, etc. Modeling, on the other hand, provides analytical support for decision making.

Item: From project concept (macro) through to design (micro) and work zone mobility, a process is necessary. It would be great if one could define an effective interface between these types of modeling processes, but moving from macro to micro seems problematic.