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**From:** Hamayasu, Toru  
**To:** Hashiro, Wayne; Agcaoili, Jennifer  
**CC:** Kaku, Melvin N  
**Sent:** 5/17/2007 11:01:34 AM  
**Subject:** FW: Honolulu Agenda Items - Installment #5  
**Attachments:** item 2c1i.pdf; Travel Time Analysis.xls

**Redacted**

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**From:** Scheibe, Mark [mailto:Scheibe@pbworld.com]  
**Sent:** Thursday, May 17, 2007 10:34 AM  
**To:** Hamayasu, Toru  
**Subject:** FW: Honolulu Agenda Items - Installment #5

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**From:** Davidson, William A.  
**Sent:** Thursday, May 17, 2007 1:28 PM  
**To:** Jim Ryan (fta) (james.ryan@dot.gov)  
**Cc:** Scheibe, Mark; Fujioka, Heather; Freedman, Joel; Fussell, Rhett  
**Subject:** Honolulu Agenda Items - Installment #5

Attached is a brief status report for agenda item 2.c.1. In summary, we have made considerable progress in our attempt to use a matrix estimation technique to evaluate the model's ability to match ground counts. As you will note, we have concluded that additional counts, beyond those available at screen line locations, are required to obtain an adequate results.

As you know, our purpose in undertaking this analysis, is an attempt to improve the model's ability to match observed travel speeds. A number of recent floating car runs were made to obtain up-to-date highway travel times and speeds. A summary of that analysis is contained in the attached spreadsheet. It clearly demonstrates that the model generates speeds that are higher than observed. We hope to use the matrix estimation capability to determine how we might modify the model to better match these observed speeds. In the interim, forecasts developed using the existing model are likely to underestimate future congestion, and therefore, potentially underestimate transit ridership on all alternatives.

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William A. Davidson  
PB  
303 Second Street, Suite 700N  
San Francisco, CA 94107  
(415) 243-4601  
(925) 202-3395 (mobile)

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