Q&A Summary
April 14 Webinar

Question: MAG: Is I-PLACE3S an open-source platform?

Answer: It is open-source, but is currently served by a private internet provider. The programming behind some of the functions are not open. The payment is for web hosting and maintenance.

Question: However, I would not expect that the results would be as reliable if all the input data is not included?

Answer: True, the better the data going in, the better the results coming out. I think Paul was saying that you need more data if you want more functions, i.e. environmental outputs, economic outputs, etc.

Question: How does one actually gain access to the platform?

Answer: Paul had the website for Place3s and EI. Once on the Place3s site, you can create a user account. (http://places.energy.ca.gov/places/)

Question: Are there many performance issues when using I-PLACES assuming fully loaded data. GIS can drag when you simply load an entire tax lots file.

Answer: SACOG has uploaded projects with over 1 million parcels, you see slight performance issues, but they have done some great programming (including running processes on multiple machines) to combat many of these issues.

Question: How does I Place3s deal with redevelopment / changed use?

Answer: The user has the ability to specify where redevelopment occurs, and how it occurs. Is the entire area redeveloped? Is it just an intensifying of use, etc.

Question: so it's a qualitatively assigned possibility. Using a Delphi method?

Answer: No, it's all user driven. The user can specify a land use on any parcel. The indicators are then used as the reasonableness check to determine if the growth could realistically occur, and what impact it may have on travel, energy, economics, etc.

Question: Are transport costs considered in ROI?

Answer: No, although we are looking at something that will factor the total cost of housing w/ transportation.

Question: Isn't one of the purposes of scenarios to introduce possibilities that overcome natural human tendencies to overestimate probability of desirable events and disregard futures that are harder for us to imagine? How do you bring the possibilities of undesirable futures into the discussion?

Answer: We simply build scenarios that are the undesirable future, show the impacts it has on travel, infrastructure, etc. It is always a great discussion starter to look at an alternative future that might not be what everyone desires.

Question: Is there a rule of thumb for what level of ROI is attractive to developers?

Answer: I totally agree with Paul. For the workshop setting, which is a different approach, we had a simple rule-of-thumb that 10% and above was attractive to the developer. Anything between 5-10% needed public subsidy. Anything else was not feasible.

Question: have I Places & other land use models been applied in rural areas?

Answer: Yes. Our region has a large rural/ag component. Not only have we calibrated travel and economic data for the rural areas, we have also created more rural and ag place types to more closely model the interactions that occur in rural areas with surrounding rural as well as urban areas.

Question: What would ensure that the stakeholders' projection of place types is consistent with the demands for floor space that would be implied by the projected study area economy?

Answer: Nothing, it is a planning exercise built on forecasting done prior to the use of the I-Place3s tool.

Question: I am assuming that the TAZ's in the land use model, & therefore the travel model, are at tax parcel level?

* Raef Porter(privately): do you feel your question was answered?

Question: I see 4D as good for VT by mode ,including pedestrian, but VMT might be a stretch given spatial correlation of good density pedestrian areas with areas that also have very good auto accessibility (shorter trips) in the data used for estimation of the 4-Ds – (usually buffer areas for D-measures)?

Answer: True, this is why other "D's" have been factored. Demographics can have a large impact on VMT as the mode split will change a lot.

Question: What is the cost for I-Places?

Answer: The cost depends on the size of the area you are working with (number of parcels), and the additional functions and level of user support desired.

Question: I now understand that the Iplaces output is aggregated to the zonal level for use in the travel model.

Answer: Yes. We have also moved away from a zone based 4 step model to a parcel activity or tour based model. It eliminates some issues, but also creates better D's adjustments, helping solve some of the issues Paul discussed earlier.

Question: let's say 1 million parcels and standard functions....... ballpark cost estimates?

Answer: Please contact EcoInteractive (http://www.ecointeractive.com/) for more information.

Question: What platform is the Sacramento's travel model?

Answer: Citilabs Cube and Voyager

Question: What is the cost?

Answer: It really varies by the size of the area (number of parcels), the functions you want, and the amount of maintenance you desire from those hosting the site.

Question: What was the source for ROI data in SACOG's application? Would you be willing to share details of the analysis/methodology?

Answer: Various sources. Zip level residential prices and rents, market level non-residential rents, and small geography for other. We would be happy to our share methodology report.