PROJETO RESIDENCIAL

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Residencial	Todd Litman	2009	Where We Want To Be	Victoria Transport Policy Institute	www.vtpi.org		com arquivo
	P PESKA, C VENTER	2009	A RELOOK AT RESIDENTIAL TRIP GENERATION VARIABLES	Research Repository of the University of Pretoria, South Africa	https://www.up.ac.za/dspace/bitstream/2263/11980/1/Peska%20_Relook%282009%29.pdf	O artigo investiga variáveis para definir de geração de viagens em áreas residenciais de média e alta renda em Johannesburg, África do Sul.	com arquivo
Residencial y todos	Nonito M. Magdayo Jr	2008	Study on the Application of Trip Generation Analysis for Residential Condominium Developments in Metro Manila		http://ncts.upd.edu.ph/research/docs/research/ugrad/200804/Magdayo.pdf		con archivo
Todos	Robert Cervero, G. B. Arrington	2008	Vehicle Trip Reduction Impacts of Transit-Oriented Housing		http://www.nctr.usf.edu/jpt/pdf/JPT11-3Cervero.pdf		con archivo
Iglesias y todos	City of Springfield	2008	Apéndice D, Trip Generation Rates		http://www.ci.springfield.or.us/Pubworks/SDC/appendix_D.pdf		con archivo
Residencial	MBC Traffic and Engineers & Transport Planners	2008	Transport Assessment	Artigo-site	http://www.mendip.gov.uk/pods/documents/documents%5C114294_006%5Cother%5CMBC%20Transport%20Assessment.pdf	1.1 This Transport Assessment (TA) supports a planning application submitted by Midshires Estates Limited for residential development on land at Brooks Road, Stonehill, Street. 1.2 The site is allocated for residential development of the order of 60 homes in the adopted Mendip District Local Plan (the Local Plan) as policy S&W3. This TA supports a planning application for a total development of 83 units. 1.3 A number of TAs have been previously produced to support planning applications for the phased development of the site. This TA does not demur from any items previously agreed. 1.4 The sole vehicular access is from an upgraded Brooks Road / Stonehill junction. The junction is to be upgraded to a small / mini roundabout centred on its current location (…)	com arquivo
	Juan F. Ortega	2008	COMPREHENSIVE PLAN AMENDMENT – TRAFFIC STUDY	Planning Landscape Architecture Environmental Services Transportation			com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Residencial	DJ Heffernan	2007	Issue Paper # 5	Artigo -site	http://www.angeloplanning.com	The methodology for allocating general utility costs to customer groups was addressed in Issue Paper #4. This issue paper establishes "customer groups" and cost recovery rates for those groups. .It also reviews options for fee discounts, incentives and for recovering extraordinary maintenance costs from customers that generate significant truck traffic. It would be very expensive and complicated to calculate individual utility bills for every street utility customer using metering data for each customer. The city would need to invest in metering devices attached to all cars and trucks registered in the city, and monitor those devices every month. To our knowledge, the technology for doing this is not readily available like it is for a water use meter. (…)	com arquivo
Residencial	Ai, Qing Yi ; Wei, Heng ; Yang, Xiao Kuan	2007	Determining Trip Generation Rates of High-Rise Apartments in Beijing City, China	Artigo - Transportation Research Board Annual Meeting 2007 Paper #07-1205	http://pubsindex.trb.org/document/view/default.asp?lbid=801543	In recent years, China has begun requiring a traffic impact study as a prerequisite for obtaining a development permit. Trip generation rates for different developments are the key elements in the determination of the accuracy of the traffic impact study. For this reason, the objective of this study is to explore the trip generation rate for high-rise apartments in Beijing, the capital of China. A total of twenty-two high-rise apartment sites were selected for analysis. Regression models were developed, using dwelling units as an exploratory variable. The trip generation rates for autos, bicycles, and transit riders were derived based on statistical analysis. (…)	sem arquivo
Residencial	Flynn, Thomas E.; Boenau, Andrew E	2007	Trip Generation Characteristics of Age-Restricted Housing	Artigo - ITE journal 2/2007 vol. 77, no. 2		"Age-restricted" housing, essentially for persons 55 and older, has become popular in new residential developments. This feature presents a traffic data collection effort to quantify peak-hour trip generation characteristics of age-restricted housing.	com arquivo
Todos	Cristian Angelo Guevara, Alan Thomasb	2007	Multiple classification analysis in trip production models		http://www.sciencedirect.com/science?_ob=ArticleURL&_udi=B6VGG-4PYRK95-2&_user=835552&_rdoc=1&_fmt=&_orig=search&_sort=d&view=c&_acct=C000045219&_version=1&_urlVersion=0&_userid=835552&md5=683be777f3c94431067c4f87aee2d45b		con archivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Iglesias y todos	Rexburg	2007	Apéndice 7H Trip Generation Table, Municipal Code		http://www.rexburg.org/government/departments/customersupport/municipalcode/pdf/Appendix%207H.pdf		con archivo
Residencial	Yuhwa Lee; Mark Hickman; Simon Washington	2007	Household Type and Structure, Time-Use Pattern and Trip-Chaining Behavior	Transportation Research Part A 41	http://www.sciencedirect.com/science?_ob=MImg&_imagekey=B6VG7-4PNF9SB-1-1&_cdi=6031&_user=5674931&_orig=search&_coverDate=12%2F31%2F2007&_sk=999589989&view=c&wchp=dGLzVzz-zSkWA&md5=f33453595ef61c0df7e4aaf4e309561b&ie=/sdarticle.pdf	In order to examine time allocation patterns within household-level trip-chaining, simultaneous doubly-censored Tobit models are applied to model time-use behavior within the context of household activity participation. Using the entire sample and a sub-sample of worker households from Tucson's Household Travel Survey, two sets of models are developed to better understand the phenomena of trip-chaining behavior among five types of households: single non-worker households, single worker households, couple non-worker households, couple one-worker households, and couple two-worker households. Durations of out-of-home subsistence, maintenance, and discretionary activities within trip chains are examined. Factors found to be associated with trip-chaining behavior include intra-household interactions with the household types and their structure and household head attributes.	con archivo
Residencial	PTB Transport Planning Ltda.	2007	Transport Statement	Artigo-Site	http://www.lichfielddc.gov.uk/downloads/transport_statement.pdf	1.1 PTB Transport Planning Lt has been commissioned by Ashfield Land to provide a Transport Statement for a proposed residential development at the tolson Mill site off Lichfield Street, Fazeley. 1.2. The existing site is located in the centre of Fazeley and is bounded by Lichfield Street to the north, a Petrol Filling Station to the east, open ground to the south and the Birmingham & Fazeley Canal to the west. 1.3 The site location is shown on Figure 1.1; the 2.1 acre site currently operates as an employment site with industrial units and offices, providing 39 units and offices with a total gross floor area (GFA) of 70,800 sqft or 6,579 sqm. 1.4 It is proposed to redevelop the entire site to provide 95 apartments and 5 town houses, with associated parking.	com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Residencial	Peter R. Stopher and Stephen P. Greaves	2007	Household travel surveys: Where are we going?	Transportation Research Part A – Policy and Practice – Vol. 41, Nº5	http://www.sciencedirect.com/science?_ob=MImg&_imagekey=B6VG7-4M6SBB1-2-1&_cdi=6031&_user=10&_orig=browse&_coverDate=06%2F30%2F2007&_sk=999589994&view=c&wchp=dGLzVtz-zSkzS&md5=9ffad9ffa7478c4df562b52a2545ce63&ie=/sdarticle.pdf	In this paper, we commence by reviewing the recent history of household travel surveys. We note some of the problems that contemporary surveys are encountering throughout the world. We also review the data demands of current and emerging travel demand models, concluding that there are many new demands being placed on data, both in terms of the extent of the data required and the accuracy and completeness of the data. Noting that the standard method for conducting most household travel surveys is, and has been for some years, a diary, we briefly explore the evolution of the diary survey from the late 1970s to the present. In the next section of the paper, we explore a number of facets of potential future data collection. (…)	com arquivo
	Enos Okoko; J.O. Fasakin	2007	Trip generation modelling in varying residential density zones an empirical analysis for Akure, Nigeria	The Soc. Sci 2(1): 13-19 Medwell Journals 2007			com arquivo
Residencial	Washington Clinic Site	2006	ESTIMATES OF ADDITIONAL TRIPS GENERATED BY PROPOSED DEVELOPMENTS	Artigo - site	http://app.ddot.dc.gov/information/studies/fh_study/pdf/AppK.pdf	Preliminary Estimates of Additional Trips Generated by Proposed Developments	com arquivo
Residencial y todos	John S. Miller, Lester A. Hoel, Arkopal K. Goswami, Jared M. Ulmer	2006	Borrowing Residential Trip Generation Rates		http://cedb.asce.org/cgi/WWWdisplay.cgi?0600903		con archivo
Todos	Marc Schlossberg, Jessica Greene, Page Paulsen Phillips, Bethany Johnson, Bob Parker	2006	School Trips		http://www.uoregon.edu/~schlossb/articles/schlossberg_school_trips.pdf		con archivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Todos	Jose Regin F. REGIDOR	2006	A review of trip and parking generation rates in the Philippines		http://www.engg.upd.edu.ph/~side/pdf/TRP-007.pdf		con archivo
Hipermercado y todos	Jorge Galarraga, Marcelo Herz	2006	Tasas y modelos de generación de viajes en hipermercados de la ciudad de Córdoba		http://redpgv.coppe.ufrj.br/arquivos/calarraga_herz_2006.pdf		con archivo
Hospitales y todos	Helena Lima Carqueja	2006	Estudio da gerazao de viagens e de parámetros para o dimensionamento de estacionamento e meio-fio para hospitais na ga grande Florianópolis				con archivo
Hoteles y todos	Lenise Grando Goldner, Thaís Santos Ventura, Paula Inocêncio	2006	Elaborazao de taxas de ferazao de viagens e parámetros do estacionamento e do meio-fio de embarque / desembarque para hotéis		http://redpgv.coppe.ufrj.br/arquivos/ANPET06artigoLeniseG%5B1%5D%5D%5B1%5D.Goldner.pdf		con archivo
Centro comercial y todos	Eduardo Andrade, Licinio Portugal	2006	Análise de métodos de estimativa de produzao de viagens em shopping centers				con archivo
Residencial e todos	Demetrio C. Festa; Daniela Condino; Gabriella Mazzulla	2006	Experimental Tour-Based Travel Demand Models	European Journal of Operational Research	http://www.sciencedirect.com/science?_ob=MImg&_imagekey=B6VCT-4FY3P1X-5-1&_cdi=5963&_user=5674931&_orig=search&_coverDate=12%2F16%2F2006&_sk=998249996&view=c&wchp=dGLbVtb-zSkWb&md5=d480085400e871bad22dcdcf27c795fa&ie=/sdarticle.pdf	In this paper some experimental sequential models for the simulation of trip-chains are presented; the models have been calibrated on the basis of a survey made in a medium-sized town. This work is part of a research, effected by the Department of Regional Planning of the University of Calabria, to forecast travel demand and to analyze travel behavior of the transport system users (Festa et al., 2000). The travel choices of individuals have been reproduced simulating the decisional process in sequential steps, by models based on the random utility theory. The tour generation models, proposed by Festa et al. (2001), have been once again calibrated introducing a new set of variables in the systematic utility function of the alternatives of choice. Some models for the travel type choice simulation are also presented; the models have a Binomial Logit functional structure, with trip-tour and trip-chain as choice alternatives.	com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Residencial	John S. Miller, P.E.; Lester A. Hoel, P.E.; Arkopal K. Goswami; Jared M. Ulmer	2006	Borrowing Residential Trip Generation Rates	Journal of Transportation Engineering © Asce	http://scitation.aip.org/getpdf/servlet/GetPDFServlet?filetype=pdf&id=JTPEDI000132000002000105000001&idtype=cvips&prog=normal	Residential trip generation rates are a fundamental component of transportation planning. To investigate discrepancies in these rates, residential trip generation rates for nine suburban neighborhoods were computed using four different methods: (1) ground counts conducted at the neighborhoods, (2) household surveys distributed to the neighborhoods, (3) application of national trip generation rates published by the Institute of Transportation Engineers (ITE), and (4) rates derived from the trip generation component of regional urban travel demand models for the neighborhoods. Agencies generally use one of these rates, and by determining all four for the same set of neighborhoods in a controlled study, one can ascertain the extent to which these rates are likely transferable. Rates based on the first three methods were not significantly different (…)	com arquivo
Residencial e todos	David P. Racca	2006	Active Adult (55+) Community Trip Generation Rates	Artigo-site	http://www.cadsr.udel.edu/DOWNLOADABLE/DOCUMENTS/55plusfinal.pdf	In response to the growing number of applications for the development of age restricted communities (55 years old and older) the Delaware Department of Transportation (DelDOT) through the Delaware Center for Transportation sponsored this study to examine trip generation characteristics and traffic impacts. Goals of the study include: • Identify for the general Delaware population what the household structure and travel characteristics are for people 55 and older, and examine how household structure changes with age (…)	com arquivo
Residencial	Asad J. Khattak, Daniel Rodriguez	2005	Travel behavior in neo-traditional neighborhood developments: A case study in USA	Transportation Research Part A: Policy and Practice, Volume 39, Issue 6, July 2005, Pages 481-500	http://www.sciencedirect.com/science?_ob=ArticleURL&_udi=B6VG7-4FY3P06-1&_user=10&_coverDate=07%2F31%2F2005&_alid=851027741&_rdoc=32&_fmt=high&_orig=search&_cdi=6031&_sort=d&_docanchor=&view=c&_ct=80&_acct=C000050221&_version=1&_urlVersion=0&_userid=10&md5=cce7fe1a8fbafea9517ddfb87af2996d		com arquivo
Todos	Jean Claude Thill, Marim K	2005	Trip making, induced travel demand, and accessibility		http://www.springerlink.com/content/u74q42582u741250/		con archivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Todos	Eduardo Andrade	2005	Análise de métodos de estimativa de produzao de viagens em pólos geradores de tráfego		http://redpgv.coppe.ufrj.br/modules.php?name=contentguia&pa=showpage&pid=1&page=2		con archivo
Residencial e todos	Tae Youn Jang	2005	Count Data Models for Trip Generation	Journal of Transportation Engineering © Asce	http://scitation.aip.org/getpdf/servlet/GetPDFServlet?filetype=pdf&id=JTPEDI000131000006000444000001&idtype=cvips&prog=normal	Count data models are established to overcome the shortcoming of linear regression model used for trip generation in conventional four step travel demand forecasting. It should be checked if there are overdispersion and excess zero responses in count data to forecast the generation of trips. The forecasted values should also be non-negative ones. The study applies to nonhome based trips at household level to perform efficient analysis on count data. The Poisson model with an assumption of equidispersion has frequently been used to analyze count data. However, if the variance of data is greater than the mean, the Poisson model tends to underestimate errors, resulting in problem in reliability. (…)	com arquivo
Residencial	Diaz, Luis E.; Neidhart, Mike	2004	Development of a Lifestyle Trip Generation Model for Volusia County, FL, USA	Artigo - ITE journal 5/2004 vol. 74, no. 5		Although the demographic characteristics of Volusia County, FL, USA, show a significant proportion of retired persons, users of transportation demand models in Florida have recognized that the standard trip generation model overestimates the number of work trips made by these households.	sem arquivo
Todos	Daniel A. Badoe and Chin-Cheng Chen	2004	Unit of analysis in conventional trip generation modelling: an investigation		http://www.ingentaconnect.com/content/nrc/cjce/2004/00000031/00000002/art00010		con archivo
Todos	Erika Cristine Kneib	2004	Caracterizazao de empreenimentos geradores de viagens: contribuizao conceitual 'a análise de seus impactos no uso, ocupazado e valorizazao do solo urbano				con archivo
Iglesias y todos	San Diego Municipal	2003	Trip Generation Manual		http://www.sandiego.gov/planning/pdf/tripmanual.pdf		com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Residencial	Martin Trepanier, Ph.D., P.Eng., Robert Chapleau, Ph.D., P.Eng., Bruno Allard, P.Eng. and Catherine Morency, P.Eng.	2003	Trip Generator Relocation Impact Analysis Based on Household Surveys	ITE JOURNAL On the web - 2003	http://www.ite.org/itejournal/webarticles.asp	In cities, the relocation or grouping of large trip generators impacts customers in terms of their trip habits and their use of transportation networks. A methodology based on household surveys using the totally disaggregate approach and on transportation object-oriented modeling is presented to tackle the issues of trip generator relocation in urban areas.	sem arquivo
	Jared M. Ulmer; Arkopal K. Goswami; John S. Miller; Lester A. Hoel	2003	RESIDENTIAL TRIP GENERATION: GROUND COUNTS VERSUS SURVEYS	Virginia Transportation Research Council			com arquivo
Todos	Yong Zhao, Kara Maria Kockelman	2002	The propagation of uncertainty through travel demand models: An exploratory analysis		http://www.ce.utexas.edu/prof/kockelman/public_html/ARS01ErrorPropagation.pdf		con archivo
Todos	Víctor M. Islas Rivera, César Rivera Trujillo, Guillermo Torres Vargas	2002	Estudio de la demanda de transporte		http://boletin.imt.mx/publicaciones/pubtec/pt213.pdf		con archivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Residencial	Environment and Transport WS Atkins East Anglia; Cambridgeshire County Council Wellbrook Court ; Castle Court Girton Road ; Shire Hall Cambridge CB3 0NA ; Cambridge CB3 0AP Tel: (01223) 276002 ; Tel: (01223) 717111 Fax: (01223) 277529	2001	Housing Trip Rates – Comparison of Surveys	Artigo - site	http://www.cambridgeshire.gov.uk	WS Atkins has been commissioned by Cambridgeshire County Council to develop a set of housing trip rates for use in Travel Impact Assessments of new developments in the Cambridgeshire area. The following trip rates have been derived from surveys carried out at three separate locations in the Cambridgeshire area and may be used as a base from which to derive housing trip rates for use in assessment of future housing developments.	com arquivo
Residencial y todos	Thomas F. Golob	2000	A simultaneous model of household activity participation and trip chain generation		http://www.sciencedirect.com/science?_ob=ArticleURL&_udi=B6V99-405KDR7-3&_user=835552&_rdoc=1&_fmt=&_orig=search&_sort=d&view=c&_acct=C000045219&_version=1&_urlVersion=0&_userid=835552&md5=b5d75654bd8e42d99e022846a11295bd		con archivo
Residencial e todos	Arnold ED	1998	Council report summary: Trip Generation Handbook	ITE Journal, Vol. 68, Nº 11 – novembro de 1998 – pp. 56-57.			sem arquivo
Residencial	Mark E. Peterson; Frank E. Owsiany	1998	Military Housing Trip Generation Study	1998 ITE Journal on the Web, pp. 90 - 93	http://www.ite.org/itejournal/webarticles.asp	Study results found that military household trip generation rates were lower than conventional households. Supporting evidence will be presented.	sem arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Residencial e todos	Daniel A. Badoe; Gerald N. Steuart	1996	Urban and Travel Changes in the Greater Toronto Area and the Transferability of Trip Generation Models	Transportation Planning and Technology, Vol. 20, no 4	http://pdfserve.informaworld.com/101369_751308322_773509584.pdf	This paper discusses the important urban and travel changes in the Greater Toronto Area between 1964 and 1986, and reports the findings of a study into the temporal transferability of home-based trip generation models, estimated on 1964 data, and applied in prediction on 1986 survey data. Changes in urban structure include: a decline in average household size; decentralisation in population and employment; a change in household composition, reflected by an increase in the following: number of working members, household-vehicle ownership, and number of householdmembers licenced to drive; (…)	com arquivo
Todos	Ajay Kumar, David Levinson	1992	Specifying, Estimating, and Validating a New Trip Generation Model: A Case Study of Montgomery County, Maryland		http://pubsindex.trb.org/document/view/default.asp?lbid=385098		con archivo
Residencial e todos	Greg Luttrell	1992	Trip Generation Studies	ITE Journal – Vol. 62, Nº11 – novembro de 1992 – pp. 6-6.			sem arquivo
Todos	Osula DOA	1991	Development of Trip Generation Models for Land Uses in Nigeria	ITE Journal – Vol. 61, Nº 1 – janeiro de 1991 – pp. 28-31.			sem arquivo
Todos	Konstadinos G. Goulias, Ram M. Pendyala, Ryuichi Kitamura	1990	Practical Method for the Estimation of Trip Generation and Trip Chaining		http://pubsindex.trb.org/document/view/default.asp?lbid=352852		con archivo
Residencial e todos	Henk Meurs	1990	Dynamic analysis of trip generation	Transportation Research Part A: General, Volume 24, Issue 6, November 1990, Pages 427-442		A number of models are presented and estimated describing the correlation of trip making over time. Unobserved heterogeneity is taken into account using random effects. The basic models considered are the serial correlation and the state-dependence model. Trip making in total and by transit was best described using state-dependence models; trip making by car by a model with lagged exogenous variables. The generalized methods of moments procedure is used for estimation of the models: it is asymptotically efficient and does not require assumptions about the initial conditions.	sem arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Residencial	Galal M. Said; David H. Young	1990	A general linear model framework for estimating work trip rates for households in Kuwait	Transportation Research Part A: General, Volume 24, Issue 3, May 1990, Pages 187-200			sem arquivo
Residencial e todos	Henk Meurs	1990	Trip Generation Models with permanent unobserved effects	Transportation Research Part B – methodological – Vol. 24, Nº 2 – abril de 1990 – pp. 145-158.	http://www.sciencedirect.com/science?_ob=MImg&_imagekey=B6V99-466FJB9-4T-1&_cdi=5893&_user=10&_orig=na&_coverDate=04%2F30%2F1990&_sk=999759997&view=c&wchp=dGLbVzz-zSkWz&md5=7fd58d93ba557516319e033b55c684dd&ie=/sdarticle.pdf	The objective of this paper is to examine whether the use of conventional trip generation models based on cross-sectional data will produce biased results. Panel data are used to control for omitted time invariant household effects. The methodology is based upon fixed and random effects models. The results indicate that cross-sectional models for total tripmaking, transit and car usage may lead to seriously misleading results if used to assess the effects of changes in the travel environment. The methodology seems to provide a proper way of taking unobserved heterogeneity into account. The difference in the results between fixed and random effects models may be the result of correlation between the omitted and included explanatory variables. A test for measurement error in the explanatory variables suggests that the results will not be significantly affected by this problem.	sem arquivo
Residencial	Anon	1987	Trip Generation for mixed-use developments	Artigo - ITE Journal, Vol. 57, Nº 2 – fevereiro de 1987 – pp. 27/32.			sem arquivo
	C. Richard Keller, Joe Mehra	1985	Development and Application of Trip Generation Rates - Final Report January 1985		http://ntl.bts.gov/DOCS/382DNA.html		
Residencial	Gholem Reza Shirazian	1981	Trip generation analysis in transportation planning: A system dynamics approach	Transportation Research Part A: General, Volume 18, Issue 1, January 1984, Page 79			sem arquivo
Residencial e todos	P. K. Sikdar and B. G. Hutchinson	1981	Empirical studies of work trip distribution models	Transportation Research Part A: General, Volume 15, Issue 3, May 1981, Pages 233-243			sem arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Residencial	Coomer, B. Douglas ; Corradino, Joseph C.	1973	Trip Generation Distribution in a Small Urban Area- An Efficiency Analysis	Artigo - ITE Journal 6/1973 vol. 43		In order to project future travel patterns and subsequently determine transportation needs, procedures have been developed to synthetically duplicate trip ends and simulate volumes of travel between areas.	sem arquivo
Centro comercial y todos	Cézar Henrique Barra Rocha, Henrique José de Oliveira, Weber Guilherme Dias Ribeiro		Análisis dos impactos do PGV Independéncia Shopping no sistema viário do seu entorno				con archivo
Residencial	M. Vrtic, P. Fröhlich, N. Schüssler, K.W. Axhausen, D. Lohse, C. Schiller and H. Teichert		Two-dimensionally constrained disaggregate trip generation, distribution and mode choice model: Theory and application for a Swiss national model	Transportation Research Part A – Policy and Practice – Vol. 41, Nº9	http://www.sciencedirect.com/ science?_ob=MImg&_imagek ey=B6VG7-4P3TYC3-1-1J&_cdi=6031&_user=10&_or ig=browse&_coverDate=11% 2F30%2F2007&_sk=9995899 90&view=c&wchp=dGLbVlb-zSkzS&md5=2d9db79616662 6fc35d7f9bb5cb58b3c&ie=/sd article.pdf	The Swiss federal government has asked the IVT, ETH Zürich in collaboration with the TU Dresden and Emch + Berger, Zürich to estimate origin–destination matrices by mode and purpose for the year 2000. The complex zoning system employing about 3000 zones required an algorithm which is fast, but also able to face generation, distribution and mode choice simultaneously. (…)	sem arquivo
	Jorge Galarraga, Marcelo Herz, Paula Marchesini y Maximiliano Rolando.		MODELOS DE GENERACIÓN DE VIAJES A NIVEL HOGAR		jorgala@efn.uncor.edu		com arquivo