

FICHA DE CADASTRO

PROJETO CENTROS E SUBCENTROS

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	A. Amekudzi, C. Jotin Khisty, Meleckidzedek Khayesi	2009	Using the sustainability footprint model to assess development impacts of transportation systems	Transportation Research Part A 43 (2009) 339-348		A review of the sustainability literature reveals the lack of viable frameworks and management tools that can be used to accommodate both spatial and temporal variability in how stakeholder entities meet their sustainable development goals, taking into account the fact that different entities may need to pursue different priorities and also deal with different constraints and schedules at different stages of their development. This paper presents a sustainability footprint framework and model that may be used in analyzing the impacts of transportation and other infrastructure systems on regional sustainable development. A specific application of the framework is in the quality of life contributions that transportation systems may make to communities as a function of their impacts on natural assets that contribute inputs and absorb the byproducts of development. (...)	com arquivo
	Christopher A. Topp	2009	Arapahoe County Parking Utilization Study Concerning Residential Transit Oriented Development	University of Colorado Denver School of Public Affairs	www.arapahoeparkingsurvey.com		com arquivo
		2009	Modeling to Predict Gameday Conditions	ITE - March 2009	dallascowboysmaps.com		
		2009	Using Pricing to Reduce Traffic Congestion	CONGRESS OF THE UNITED STATES CONGRESSIONAL BUDGET OFFICE A S T U D Y - C B O			com arquivo
	NAICS	2008	City of Portland Trip Generation Rates	Relatório	http://www.commissionersam.com/files/NAICS_SIC_PropUse_Codes%20updated%20ex%203.pdf	City of Portland Trip Generation Rates by NAICS, SIC, and County Property Use Codes	com arquivo
	NAICS	2008	City of Portland Trip Generation Rates	Relatório			com arquivo

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	Association of Bay Area Governments ; Kimley-Horn and Associates, Incorporated; Economic & Planning Systems, Incorporated; California Department of Transportation	2008	Trip-Generation Rates for Urban Infill Land Uses in California: Phase 1: Data Collection Methodology and Pilot Application	Plano Piloto	<a href="http://ntlsearch.bts.gov/tris/search.do?b1=1&amp;f1=0&amp;t1=ht%3A%22trip+generation%22&amp;r=1&amp;d=&amp;p=3&amp;z=1&amp;s=&amp;o=&amp;new=n">http://ntlsearch.bts.gov/tris/search.do?b1=1&amp;f1=0&amp;t1=ht%3A%22trip+generation%22&amp;r=1&amp;d=&amp;p=3&amp;z=1&amp;s=&amp;o=&amp;new=n</a>	This report presents the results of the first phase of a two phase research project designed to study travel characteristics of infill development in California's metropolitan areas. Focus was on establishing a database of empirical trip generation studies for various types of infill development and standardizing a data collection and analysis methodology. The primary objectives of the research involved: 1) developing a methodology for identifying and describing urban infill locations suitable for collecting infill trip rate data; 2) defining and testing a methodology for collecting trip generation rate data in urban infill areas; 3) developing trip generation rates for common infill land use categories in urban areas of California; 4) establishing a California urban infill land use trip generation database; and, 5) supplementing trip generation data from the Institute of Transportation Engineers (ITE).	sem arquivo
Área metropolitana	Roorda, Matthew J ; Morency, Catherine ; Woo, Karen	2008	Two Cities, Two Realities? Closer Look at Evolution of Trip Rates in Toronto and Montreal	Artigo - Transportation Research Board 87th Annual Meeting	<a href="http://pubsindex.trb.org/paperordeferform.pdf">http://pubsindex.trb.org/paperordeferform.pdf</a>	Capitalizing on large scale Origin-Destination travel surveys conducted in two large Canadian urban centers, Montreal and Toronto, this paper presents a comparative analysis of the travel behavior trends in relation to variables such as demography, car accessibility, home location or employment status. Using trip rate as the dependent variable, three disaggregate multivariate regression models are estimated in order to observe how behaviors have evolved over time and how individual features affect the way people travel. These multivariate models allow the observation of the similarities and differences between explanatory factors between regions and over time. While both cities are facing similar trends such as population aging, increasing motorization, declining household size and urban sprawl, they are also the site of differing trends with respect to average trip rates, difference between genders and impact of car access. Geographic/cultural differences found between Toronto and Montreal, include a smaller gender impact on trip generation in Montreal and a smaller age impact in Toronto. Identified changes in the magnitude of the influence of explanatory variables on trip generation over time, include a reducing importance of age and gender.	sem arquivo

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Cidades	Ajay Kumar ; Polytechnic University - Department of Chemical Engineering & Chemistry; David Matthew Levinson ; University of Minnesota - Twin Cities	2008	Specifying, Estimating and Validating a New Trip Generation Model: Case Study in Montgomery County, Maryland	Artigo - Transportation Research Record, pp. 107-113,1994	<a href="http://papers.ssrn.com/sol3/papers.cfm?abstract_id=1091815">http://papers.ssrn.com/sol3/papers.cfm?abstract_id=1091815</a>	This paper discusses the development of an afternoon peak period trip generation model for both work and non-work trips. Three data sources are used in model development, a Household Travel Survey, a Census-Update Survey, and a Trip Generation Study. Seven one-direction trip purposes are defined, specifically accounting for stops made on the return trip from work to home. Trips are classified by origin and destination activities rather than by production and attraction, so reframing the conventional schema of home-based and non-home-based trips. Prior to estimating the model, the Household Travel Survey was demographically calibrated against the Census-Update to minimize demographic bias. A model of home-end trip generation is estimated using the Household Travel Survey as a cross-classification of the demographic factors of age and household size in addition to dwelling type. Non-home-end generation uses employment by type and population. The model was validated by comparison with a site based Trip Generation Study, which revealed an under-reporting of the relatively short and less regular shopping trips. Normalization procedures are developed to ensure that all ends of a chained trip were properly accounted for.	sem arquivo
	Erica Cristine Kneib	2008	Subcentros Urbanos: Contribuição Conceitual E Metodológica À Sua Definição E Identificação Para Planejamento De Transportes	Tese de doutorado em transportes Universidade de Brasilia			com arquivo
	N.C.Balijepalli, S.P.Shepherd, A.D.May	2008	Modelling the choice of car parks in urban areas and managing the demand for parking		<a href="http://eprints.whiterose.ac.uk/3688">http://eprints.whiterose.ac.uk/3688</a>		com arquivo

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	Zhongzhen Yang, Gang Chen, Bin Yu	2008	Car ownership level for a sustainability urban environment	Transportation Research Part D 13 (2008) 10–18		This study forecasts the maximum car ownership in a city that is consistent with environmental sustainability. A bi-level optimization model is used, where upper-level establishes car ownership consistent with the maximum environmental load on the road network, while the lower level assigns traffic demand across the network. Modal split and traffic environmental load models are used to connect the two levels. An algorithm, embracing sensitivity analysis (an acquiring derivative function of link flow and traffic demand with respect to zonal car ownership) is developed. To estimate the traffic environmental load accurately, an artificial neural network model is used to calculate the pollutants concentrations along the roads.	com arquivo
	Sylvia R. C. Brant P. de Jesus;  Manoel Cordão Porfírio	2008	Estudo De Viabilidade De Construção De Estacionamentos Subterrâneos Nas Entrequadras Do Plano Piloto, Em Brasília, Distrito Federal	Revista de Pesquisa Aplicada à Engenharia, Vol. 1, No. 1, 2008			com arquivo
	Rick Willians Consulting	2008	Downtown Redmond Parking Study	Parking Stakeholder' Advisory Commiitte			com arquivo
		2008	PARKING IN AMERICA	The National Parking Association's First Annual Review of Parking Rates in the United States and Canada	info@npapark.org www.npapark.org		com arquivo
	DIRETORIA DE PLANEJAMENTO E EXPANSÃO DOS TRANSPORTES METROPOLITANOS - DM	2007	Pesquisa Origem e Destino 2007 Região Metropolitana de São Paulo Síntese das Informações Pesquisa Domiciliar	Secretaria dos transportes metropolitanos SP			com arquivo

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	M. Vrtic, P. Frohlich, N. Schussler, K.W. Axhausen, D. Lohse, C. Schiller, H. Teichert	2007	Two-dimensionally constrained disaggregate trip generation, distribution and mode choice model: Theory and application for a Swiss national model	Transportation Research Part A 41 (2007) 857–873		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. The EVA algorithm developed by Lohse et al. [Lohse, D., Teichert, H., Dugge, B., Bachner, G., 1997. Ermittlung von Verkehrsströmen mit n-linearen Gleichungssystemen unter Beachtung von Nebenbedingungen einschließlich Parameterschätzung (Verkehrsnachfragemodellierung: Erzeugung, Verteilung, Aufteilung). Schriftenreihe des Instituts für Verkehrs- (...)]	com arquivo
	William Davidson; Robert Donnelly; Peter Vovsha; Joel Freedman; Steve Ruegg; Jim Hicks; Joe Castiglione; Rosella Picado	2007	Synthesis of first practices and operational research approaches in activity-based travel demand modeling	Transportation Research Part A 41 (2007) 464–488		Regional travel models in the United States are clearly evolving from conventional models towards a new generation of more behaviorally realistic activity-based models. The new generation of regional travel demand models is characterized by three features: (1) an activity-based platform, that implies that modeled travel be derived within a general framework of the daily activities undertaken by households and persons, (2) a tour-based structure of travel where the tour is used as the basic unit of modeling travel instead of the elemental trip, and (3) micro-simulation modeling techniques that are applied at the fully-disaggregate level of persons and households, which convert activity and travel related choices from fractional-probability model outcomes into a series of discrete or “crisp” decisions. (...)	com arquivo
	Jeffrey M. Casello	2007	Transit competitiveness in polycentric metropolitan regions	Transportation Research Part A 41 (2007) 19–40		This paper analyzes the potential to, and impacts of, increasing transit modal split in a polycentric metropolitan area the Philadelphia, Pennsylvania region. Potential transit riders are preselected as those travelers whose trips begin and end in areas with transit-supportive land uses, defined as “activity centers,” areas of high-density employment and trip attraction.	com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	M. E. P. Moreira e W. A. Pereira Neto	2006	Proposição De Um Método De Levantamento E Análise De Dados Para Um Diagnóstico De Um Corredor Viário Urbano	Pluris 2006		A elaboração de projetos de implantação e/ou melhoria de vias urbanas exige o conhecimento de seus aspectos físicos e operacionais para assegurar sua viabilidade promovendo aspectos como fluidez, conforto e segurança para os usuários. Uma das etapas do projeto de via, que precisa ser criteriosamente definida e possui custos elevados, é o levantamento dos dados, incluindo a definição, programação, coleta e tabulação os dados físicos e operacionais. As informações a serem coletadas devem ser direcionadas na busca de um diagnóstico da situação existente na área de estudo, sendo evitados desperdícios com coleta de dados que não venham a contribuir com o projeto, ou com levantamentos adicionais, que resultam em atrasos e gastos extras. (...)	com arquivo
	M. Vrtica, , , P. Fröhlich, N. Schüssler, K.W. Axhausen, D. Lohse, C. Schiller, 1, and H. Teichert	2006	Two-dimensionally constrained disaggregate trip generation, distribution and mode choice model: Theory and application for a Swiss national model	Artigo-Transportation Research Part A: Policy and Practice Volume 41, Issue 9, November 2007, Pages 857-873	<a href="http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4P3TYC3-1&amp;_user=10&amp;_coverDate=11%2F30%2F2007&amp;_alid=858082240&amp;_rdoc=36&amp;_fmt=high&amp;_orig=search&amp;_cdi=6031&amp;_docanchor=&amp;view=c&amp;_ct=207&amp;_acct=C000050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=d695b57b1f8d32b0a5481474e05ba697">http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4P3TYC3-1&amp;_user=10&amp;_coverDate=11%2F30%2F2007&amp;_alid=858082240&amp;_rdoc=36&amp;_fmt=high&amp;_orig=search&amp;_cdi=6031&amp;_docanchor=&amp;view=c&amp;_ct=207&amp;_acct=C000050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=d695b57b1f8d32b0a5481474e05ba697</a>	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
Centro Urbano	Jeffrey M. Casello	2006	Transit competitiveness in polycentric metropolitan regions	Transportation Research Part A: Policy and Practice, Volume 41, Issue 1, January 2007, Pages 19-40	<a href="http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4K9C56M-1&amp;_user=10&amp;_coverDate=01%2F31%2F2007&amp;_alid=861689923&amp;_rdoc=476&amp;_fmt=high&amp;_orig=search&amp;_cdi=6031&amp;_st=13&amp;_docanchor=&amp;view=c&amp;_ct=2783&amp;_acct=C000050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=2d5c135b18f3540936f1f381fb32a182">http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4K9C56M-1&amp;_user=10&amp;_coverDate=01%2F31%2F2007&amp;_alid=861689923&amp;_rdoc=476&amp;_fmt=high&amp;_orig=search&amp;_cdi=6031&amp;_st=13&amp;_docanchor=&amp;view=c&amp;_ct=2783&amp;_acct=C000050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=2d5c135b18f3540936f1f381fb32a182</a>	This paper analyzes the potential to, and impacts of, increasing transit modal split in a polycentric metropolitan area – the Philadelphia, Pennsylvania region. Potential transit riders are preselected as those travelers whose trips begin and end in areas with transit-supportive land uses, defined as “activity centers,” areas of high-density employment and trip attraction. A multimodal traffic assignment model is developed and solved to quantify the generalized cost of travel by transit services and private automobile under (user) equilibrium conditions. The model predicts transit modal split by identifying the origin–destination pairs for which transit offers lower generalized cost. For those origin–destination pairs for which transit does not offer the lowest generalized cost, I compute a transit competitiveness measure, the ratio of transit generalized cost to auto generalized cost. (...)	sem arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	ERIK FERGUSON	2006	The Law of Centrality in a Sea of Parking	ITE JOURNAL ON THE WEB / FEBRUARY 2006		Building and/or activity center size may be constrained by the parking requirements necessary to adequately serve such facilities. A mathematical model describes this relationship in more rigorous fashion. Historical trends in shopping center size and parking requirements are used to illustrate the operation of the law in land use planning, zoning and development practice.	com arquivo
	Sander Magalhães Lacerda	2006	Precificação De Congestionamento E Transporte Coletivo Urbano	BNDES Setorial, Rio de Janeiro, n. 23, p. 85-100, mar. 2006		O artigo aborda de maneira integrada os problemas urbanos de congestionamentos e de transportes coletivos, buscando avaliar as perspectivas de cobrança de tarifas de congestionamento dos automóveis particulares e a transferência dos recursos para sistemas de ônibus, trens e metrô. São discutidas as experiências de Londres, Cingapura, Seul e de algumas cidades da Noruega e delineados os limites institucionais à utilização dessas tarifas de congestionamento, assim como sua articulação com o planejamento e a execução de políticas de transporte urbano.	com arquivo
	HELENA LIMA CARQUEJA	2006	Estudo Da Geração De Viagens E De Parâmetros Para O Dimensionamento De Estacionamento E Meio-Fio Para Hospitais Na Grande Florianópolis	Monografia UFSC - depart engenharia civil			com arquivo
	Albert Benedict; Carrie Makarewicz	2006	Paved over: Surface Parking Lots or Opportunities for Tax-Generating, Sustainable Development?	Center for Neighborhood Technology (CNT)			com arquivo
	Todd Litman	2006	Parking Taxes Evaluating Options and Impacts	Victoria Transport Policy Institute		This paper describes and evaluates various types of parking taxes. Commercial parking taxes are a special tax on parking rental transactions. Per-space parking levies are a special property tax applied to parking facilities. Commercial parking taxes discourage the pricing of parking and concentrate impacts in a few areas. Per space levies distribute cost burdens more broadly, encourage property owners to manage parking supply more efficiently, and reduce sprawl. Although per-space levies are more challenging to implement they tend to support more strategic planning objectives.	com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	Richard Willson	2005	Parking Policy for Transit-Oriented Development: Lessons for Cities, Transit Agencies, and Developers	Journal of Public Transportation, Vol. 8, No. 5		Parking policy is an important element of transit-oriented development (TOD). It shapes travel behavior, community design, and development economics; it can improve the performance of both rail transit and TOD. This article is based on the study of residential TODs, office TODs, and joint development of transit agency station parking in California. The research includes surveys of travel behavior, station area characteristics, parking supply, interviews with real estate developers, and studies of replacement parking issues at joint development sites. Research results show that TOD parking supply and pricing policy seldom are structured to support transit ridership goals. Policy recommendations for improving parking policy for TODs are offered to transit agencies, cities, and developers.	com arquivo
	ERIN VACA; J. RICHARD KUZMYAK	2005	Parking Pricing and Fees	TRANSPORTATION RESEARCH BOARD EXECUTIVE COMMITTEE 2004			com arquivo
	Michael Manville, Donald Shoup	2005	Parking, People, and Cities	JOURNAL OF URBAN PLANNING AND DEVELOPMENT © ASCE / DECEMBER 2005		Abstract: In this study of how off-street parking requirements affect urban form, we begin by analyzing the relationship between population density and streets in cities. We find that denser cities devote a greater share of their land to streets, but also have less street space per person. This relationship results in part from the difficulty of constructing new streets in built-out areas. The amount of street space does not increase as fast as population density, and this in turn helps explain why dense areas have less vehicle travel per person but higher levels of congestion. In contrast to streets, new off-street parking is supplied continually, owing largely to minimum parking requirements that make new development contingent on the provision of parking spaces. But the ample supply of off-street parking makes traffic congestion worse and inhibits street life. We recommend either removing off-street parking requirements, or converting them from minimums to maximums.	com arquivo



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	Hannah Badland, Grant Schofield	2005	Transport, urban design, and physical activity: an evidence-based update	Transportation Research Part D 10 (2005) 177–196		The urban environment and modes of transport are increasingly being linked to physical activity participation and population health outcomes. Much of the research has been based on either health or urban design paradigms, rather than from collaborative approaches. Previous health reviews in the urban design area have been constrained to perceptions of the neighborhood or walking behaviors, consequently limiting the understanding of built environment influences on physical activity modalities. This review focuses on existing evidence surrounding various urban design factors and physical activity behaviors. Based on the available evidence, fostering suitable urban environments is critical to sustaining physical activity behaviors. In turn, these environments will provide part of the solution to improving population health outcomes. Key urban design features attributable to transport-related physical activity are density, (...)	com arquivo
	Robert Cervero	2005	Accessible Cities and Regions: A Framework for Sustainable Transport and Urbanism in the 21st Century	Institute of Transportation Studies	<a href="http://repositories.cdlib.org/its/future_urban_transport/vwp-2005-3">http://repositories.cdlib.org/its/future_urban_transport/vwp-2005-3</a>		com arquivo
	Todd Litman	2005	Transportation Land Valuation Evaluating Policies and Practices that Affect the Amount of Land Devoted to Transportation Facilities	Victoria Transport Policy Institute	<a href="http://www.vtpi.org">www.vtpi.org</a> <a href="mailto:info@vtpi.org">info@vtpi.org</a>	This paper explores the relationships between transportation, land use and taxation. It investigates how current land tax and regulatory practices affect the amount of land devoted to roads and parking facilities, and how this affects transport patterns. It discusses ways to measure the amount of land devoted to transport facilities, examine how this varies under different circumstances, estimate the value of this resource, evaluate how tax policies and regulations policies treat this land, and analyze whether current practices are optimal in terms of various economic and social objectives.	com arquivo
	Anwar, A.H.M. Mehbub	2004	Trip generation models for Khulna City of Bangladesh : a transport planning guidelines perspective	Artigo - Publisher: University of Hong Kong (Pokfulam Road, Hong Kong) URI: <a href="http://hub.hku.hk/handle/123456789/37248">http://hub.hku.hk/handle/123456789/37248</a>	<a href="http://hub.hku.hk/handle/123456789/37248">http://hub.hku.hk/handle/123456789/37248</a>		sem arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	Henry S. L. Fan	2004	PARKING GENERATION OF BUSINESS AND TECHNOLOGY PARKS IN SINGAPORE	Journal of The Institution of Engineers, Singapore Vol. 44 Issue 2 2004		Estimation of parking generation of a proposed development is important in facility planning and traffic impact assessment. Parking generation of various land uses have been developed for many western cities but few for Asian conditions. Often, parking requirements of proposed developments in Asian cities are based on rates developed for western cities. This may be inappropriate because of differences in levels of vehicle ownership and public transport service, as well as land use planning.	com arquivo
	H. ALLEN SWANSON, P.ENG.	2004	The Influence of Central Business District Employment and Parking Supply on Parking Rates	ITE JOURNAL / AUGUST		Parking supply has asignificant effect on the viability of downtown areas. In turn, the magnitude o employment in downtown areas in relation to parking supply has an effect on parking pricing. This feature addresses the relationship between parking supply, employment and the pricing of curb parking in six medium-sized canadian cities.	com arquivo
	J. RICHARD KUZMYAK; RACHEL WEINBERGER;RICHARD H. PRATT; HERBERT S. LEVINSON	2003	Parking Management and Supply	TRANSPORTATION RESEARCH BOARD EXECUTIVE COMMITTEE 2003 - TCRP REPORT 95			com arquivo
	Mike Tretheway	2003	Parking Tax Evaluation	InterVISTAS Consulting Inc			com arquivo
	Goran Jovicic, Christian Overgaard Hansen	2003	A passenger travel demand model for Copenhagen	Artigo- Transportation Research Part A: Policy and Practice, Volume 37, Issue 4, May 2003, Pages 333-349	<a href="http://www.sciencedirect.com/science?_ob=ArticleListURL&amp;method=list&amp;_ArticleListID=858082240&amp;view=c&amp;_acct=C000050221&amp;version=1&amp;_urlVersion=0&amp;userid=10&amp;md5=6c9a22dd09b9e414f14659425719a6ac">http://www.sciencedirect.com/science?_ob=ArticleListURL&amp;method=list&amp;_ArticleListID=858082240&amp;view=c&amp;_acct=C000050221&amp;version=1&amp;_urlVersion=0&amp;userid=10&amp;md5=6c9a22dd09b9e414f14659425719a6ac</a>	The passenger travel demand model for Copenhagen is a state-of-practice nested logit model in which the sub-models—i.e. generation, distribution and mode choice models—are connected via the measure of accessibility. The model includes in its structure a large set of explanatory variables at all three levels. The model validity is strongly asserted by the fact that the forecasting results for 2000 exhibit a very good fit to the observed car and public transport traffic, and that some model results (e.g. car driving cost elasticity) match the results from other well established models well. (...)	sem arquivo
	Goran Jovik	2002	A travel demand model for Compenhagem	Association for European transport	dw@TetraPlan.dk		

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	Víctor M. Islas Rivera, César Rivera Trujillo, Guillermo Torres Vargas	2002	Estudio de la demanda de transporte	Publicación Técnica No. 213 Sanfandila, Qro, 2002			com archivo
	Claudia Paz Leighton Espejo	2001	Estimacion de Tasas de Generacion de Viajes para Actividades Comerciales En El A.M.C.: Propuesta Metodológica	Artigo - Magister - Universidad Simon Bolivar	<a href="http://redpgv.coppe.ufrj.br">http://redpgv.coppe.ufrj.br</a>	La investigación que se desarrolla propone estimar Tasas de Generación de Viajes asociadas a una actividad urbana presente en Caracas. Al mismo tiempo pretende desarrollar un cuerpo metodológico sencillo, expedito, flexible y de bajo costo para establecer la magnitud y características de la demanda de transporte, que pueda ser reproducible y adaptable a otras actividades o contextos de análisis.	com archivo
	David A. Hensher, Jenny King	2001	Parking demand and responsiveness to supply, pricing and location in the Sydney central business district	Transportation Research Part A 35 (2001) 177-196	<a href="mailto:davidh@its.usyd.edu.au">davidh@its.usyd.edu.au</a> (D.A. Hensher), <a href="mailto:jennyk@its.usyd.edu.au">jennyk@its.usyd.edu.au</a> (J. King).	This paper investigates the role of parking pricing and supply by time of day in whether to drive and park in the central business district (CBD). A stated preference survey of car drivers and public transport users was undertaken at a number of parking locations, public transit interchanges, and shopping centres in (...)	com archivo
	Zhimin Yu, Yasuo Hino	2001	A basic study on characteristics of person trip in Shanghai city				com archivo
	Hazelton M.L.	2001	Estimation of origin-destination trip rates in Leicester	Artigo - Journal of the Royal Statistical Society: Series C (Applied Statistics), Volume 50, Number 4, 2001, pp. 423-433(11)Publisher: Blackwell Publishing	<a href="http://redpgv.coppe.ufrj.br">http://redpgv.coppe.ufrj.br</a>		com archivo
	Donald C. Shoup	1999	The trouble with minimum parking requirements	Transportation Research Part A 33 (1999) 549±574		Urban planners typically set the minimum parking requirements for every land use to satisfy the peak demand for free parking. As a result, parking is free for 99% of automobile trips in the United States. Minimum parking requirements increase the supply and reduce the price ± but not the cost ± of parking. They bundle the cost of parking spaces into the cost of development, and thereby increase the prices of all the goods and services sold at the sites that offer free parking. Cars have many external costs, but the external cost of parking in cities may be greater than all the other external costs combined. (...)	com archivo

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	David Thompson, S.C. Wong, C.O Tong	1998	Development of a subregional forecasting model for the comprehensive traffic review of east Kowloon, Hong Kong	Senventh european emme/2 conference			com arquivo
Centro	David Thompson	1998		Artigo - site	<a href="http://www.inro.ca/en/pres_pap/european/eeug98/Europe07_1998.pdf">http://www.inro.ca/en/pres_pap/european/eeug98/Europe07_1998.pdf</a>		com arquivo
	Eduardo de Alcântara Vasconcellos, Iêda Maria de Oliveira Lima	1998	Quantificação das Deseconomias do Transporte Urbano: Uma Resenha das Experiências Internacionais	Instituto de Pesquisa Econômica Aplicada			com arquivo
	RUSSELL G. THOMPSON; ANTHONY J. RICHARDSON	1998	A Parking Search Model	Transp Res.A, Vol. 32, No. 3, pp. 159-170, 1998		Parking plays an important role in urban transport systems. However, there is currently a lack of understanding of how motorists choose car parks. This paper presents a model that represents the parking search behaviour of motorists. A search process was defined within a behavioural modelling framework and subsequently represented using analytical procedures. Relationships for estimating the utility of a car park incorporating access, waiting, direct and egress cost components were developed. Parameters were specified to represent the uncertain attributes of car parks, including queue sizes and departure rates. The size and composition of the choice sets of individual motorists were determined endogenously by the model. Searchers' perceptions of car park attributes based on their observations from previous and current searching experiences were represented. Applications of the model showed that long term experience does not necessarily lead to better choices. (...)	com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	Kardi TEKNO MO, Kazunori HOKAO	1997	Parking Behavior In Central Business District A Study Case Of Surabaya, Indonesia	East Journal, Vol. 2 no 2, pp. 551-570, 1997		The lack of information about parkers' behavior in choosing a parking location in the Central Business District makes it difficult to develop an effective parking policy. The purpose of this study is to understand parkers' behavior in choosing a parking location in the CBD of Surabaya. Three types of parking location choice models were developed, namely Parking Demand Regression Models, Analytic Hierarchy Process and Multinomial Logit Models. The parkers' behavior in choosing a parking location is mainly influenced by the availability of parking spaces, trip purpose, search & queue time, walking time, parking fee, security, and comfortability.	com arquivo
	JOHN MORRALL, DAN BOLGER	1996	The Relationship Between Downtown Parking Supply and Transit use	ITE Journal February			com arquivo
	Francis P.D. Navina, Eanson Y.S. Hob, and Sany R. Zeinc,	1995	Principles And Relationships Of Parking And Trip Generation Rates	Institute of Transportation Engineers 65th Annual Meeting			com arquivo
	Stehn Svalgardi	1994	The implementation of an integrated tranport and land-use model, using new features of emme/2 release 7.0	3 european emme/2 user meeting Stockholm, may			com arquivo
	ALLEN SWANSON	1994	A New Measure of Parking Activity- Parking Activity Index	ITE JOURNAL* NOVEMBER 1994			com arquivo
Centro	Guckert, John W.	1993	Value-oriented retail centers: A follow-up report	Artigo - ITE Journal 11/1993 vol. 63, no. 11		This summarizes a 1991 article, Developing Traffic Forecasting Data for Factory Outlet Centers, on trip generation characteristics of five small to mid-size, value-oriented or outlet-type retail facilities in the northeastern United States, which showed that such centers have significantly different and lower trip generation characteristics than retail shopping centers of similar size. This article is an update that provides additional information on such value oriented centers. The data are tabulated and discussed. It is shown that the 1991 article, when combined with the data presented in this article supports the view that value-oriented retail centers generate traffic at substantially lower trip generation rates than traditional neighborhood, community or regional mall retail centers.	

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Centro	Stutz FP; Parrott R & Kavanaugh P	1992	Charting urban space-time population shifts with trip generation	Artigo - Urban Geography – Vol. 13, Nº 5 – set/out 1992 – pp. 468-474.	<a href="http://redpgv.coppe.ufrj.br">http://redpgv.coppe.ufrj.br</a>	Viagens diárias de 2.754 famílias foram administradas em San Diego pela “San Diego Association of Governments” em um único dia, no ano de 1986. Estas pesquisas são usadas para documentar o deslocamento populacional durante as 24 horas do dia e para relatar o máximo populacional para cada área em que se realizou o censo. Para desenvolver a fórmula de estimação populacional temporal e espacial, fatores como viagem por tempo durante o dia e tipo de viagem (por exemplo, de casa para o trabalho ou de casa para compras) foram extraídas da pesquisa de comportamento das viagens. Esses fatores foram então ampliados para produções e atrações diárias de viagens, obtidas do modelo padrão de geração de viagens usada pelo Departamento de Transportes da Califórnia. Os dados populacionais que promoveram estimações no ano de 1986 estão também disponíveis para gerar estimações populacionais para os anos de 1995, 2000 e 2010. Os gráficos de tempo-espaço são essenciais se as áreas urbanas são preparadas para: (1) encontrar a demanda de serviço para populações urbanas móveis, e (2) administrar procedimentos de desocupação como terremotos, enchentes ou possíveis ataques nucleares.	com arquivo
	Lihuang Wung, Balbir S. Kindra	1992	An innovative technique for estimating trip generation for parking facilities	ITE Journal April			com arquivo
	Gerald V Nielsten	1986	The Journey-to-Work Trip in Lower Manhattan	ITE JOURNAL MAY			com arquivo
Centro	R. W. Stout	1970	Trends in CBD Parking Characteristics, 1956 to 1968.	Artigo - Highway Research Record, Nº317 – 1970 – pp. 40 – 47.		O objetivo deste estudo é o de investigar e analisar tendências em estacionamentos em centros de cidade pelo tamanho da área urbana de 1956 a 1968. Os dados de 1956 foram retirados do “Parking Guide for Cities”. Os dados de 1968 são de 99 estudos de estacionamentos conduzidos em áreas urbanas desde 1960.	com arquivo
	TODD LITMAN		Parking management best practices	ITE Journal on the web / september			com arquivo
	Cristian A. Guevara, Alan Thomas		Acerca Del Método Acm En Modelos De Generación De Viajes				com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	HASHEM R. AL-MASAEID, BASHAR AL-OMARI, AHMAD AL-HARAHSEH		Vehicle Parking Demand for Different Land Uses in Jordan	ITE JOURNAL ON THE WEB / MAY			com arquivo
	Joseph T. Short, P. E., Will Van Dyke		Using GIS to Evaluate the Parking Demands in Downtown Fort Worth				
			Estratégia de localização de estacionamentos para mobilidade no centro da cidade	ANPET		Este trabalho de pesquisa tem como objetivo avaliar o efeito da eliminação dos estacionamentos rotativos e planejar o atendimento dessa necessidade em locais escolhidos estrategicamente.	com arquivo
			Transportes Coletivos De Passageiros No Estado Do Rio De Janeiro	FETRANSPOR			com arquivo
	Nikolas Geroliminis; Carlos F. Daganzo		A review of green logistics schemes used in cities around the world		nikolas@berkeley.edu, daganzo@ce.berkeley.edu	Freight Carriers strive to provide higher levels of transportation service with lower costs. However, the economic and environmental viability of cities are negatively affected by the present organization of urban goods distribution. Can these two competitive goals be harmonized to create efficient and environmental friendly urban logistics systems? This paper presents several examples of "green logistics" schemes tried in a number of forward-looking cities around the world. The review highlights the basic qualitative ideas of these schemes and the results of field tests. Most of the ideas can be applied to other cities, but analysis is needed to figure out which combination of schemes is best for a particular location. This should be an item of some research priority.	com arquivo
Cidades	Puget Sound Regional Council		Land Use and Travel Demand Forecasting Models Executive Summary (arquivo pdf)	Artigo			com arquivo

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Cidades	Stehn Svalgard		Transport – Land use (arquivo pdf)	Artigo - Institute for regional analyses, Stockholm, Sweden.			com arquivo
Cidades			Trip generation tables (arquivo pdf)	Artigo - Potomac Yard Development Program,			com arquivo
			Trip Generation Rates - County of San Diego (arquivo pdf)	Artigo - transportation impact fee program			com arquivo
	Arkhoma Regional Planning Commission In Cooperation With:		Trip generation rate study: summary (arquivo pdf)	Artigo - Bi-state transportation			com arquivo
	Cristina López García de Leániz, Miguel Ángel Delgado Iglesias, Daniel de la Hoz Sánchez, Andrés Monzón de Cáceres*		Relación existente entre la producción de viajes en el municipio de Madrid y los usos urbanísticos (arquivo pdf)	Artigo - Centro de Investigación del Transporte (Transyt). Universidad Politécnica de Madrid			com arquivo
				Artigo - site	<a href="http://dliisv03.media.osaka-cu.ac.jp/infolib/user_contents/kiyo/DB00010244.pdf">http://dliisv03.media.osaka-cu.ac.jp/infolib/user_contents/kiyo/DB00010244.pdf</a>		com arquivo
	Enjian Yao, and Takayuki Morikawa			Artigo- Transportation Research Part A: Policy and Practice	<a href="http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4FB9GT7-2&amp;_user=10&amp;_coverDate=05%2F01%2F2005&amp;_alid=858082240&amp;_rdoc=79&amp;_fmt=high&amp;_orig=search&amp;_cdi=6031&amp;_docanchor=&amp;view=c&amp;_ct=207&amp;_acct=C000050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=b9b04ef9c2b8636ecf56391e346b196a">http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4FB9GT7-2&amp;_user=10&amp;_coverDate=05%2F01%2F2005&amp;_alid=858082240&amp;_rdoc=79&amp;_fmt=high&amp;_orig=search&amp;_cdi=6031&amp;_docanchor=&amp;view=c&amp;_ct=207&amp;_acct=C000050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=b9b04ef9c2b8636ecf56391e346b196a</a>		sem arquivo
				Volume 39, Issue 4, May 2005, Pages 367-381			



TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	Gennaro N. Bifulco		Stochastic models for the simulation of parking choices: a non-network approach				com arquivo
	Júlio César Miranda, Lúcia de Borba Maciel, Marcos Feder		ESTACIONAMENTO ROTATIVO PAGO : CRITÉRIOS DE IMPLANTAÇÃO	EPTC - Empresa Pública de Transporte e Circulação de Porto Alegre		Este trabalho aborda a questão dos estacionamentos rotativos pagos em via pública. O estudo apresenta as principais características e vantagens do sistema. Inicialmente é feita uma revisão bibliográfica sobre o tema, de modo a obter subsídios para, em seguida, propor critérios para a avaliação da necessidade de implantação de estacionamento rotativo pago em uma determinada área. Por fim, apresenta-se um estudo de caso no qual os critérios propostos foram aplicados. As principais conclusões do trabalho destacam que os critérios são adequados e permitem uma avaliação técnica e transparente da questão.	com arquivo