

## FICHA DE CADASTRO

## PROJETO TERMINAL (estação ferroviária)

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	Martijn Brons, Moshe Givoni, Piet Rietveld	2009	Access to railway stations and its potential in increasing rail use	Transportation Research Part A 43 (2009) 136–149		The propensity to travel by rail, and not, for example by car, can be considered to be a factor of the rail service offered, the access to it and the characteristics of the population served. Efforts to increase rail use usually focus on the rail service itself while the accessibility of the rail network receives less attention. In this context, the paper has two broad aims. First, to evaluate how important the 'access-to-the-station' part of a rail journey is to passengers in their overall satisfaction with the rail journey and second, (...)	com arquivo
Estação - LRT	Robert Cervero, University of California, Berkeley; G. B. Arrington, PB Placemaking	2008	Vehicle Trip Reduction Impacts of Transit-Oriented Housing	Artigo - Journal of Public Transportation, Vol. 11, No. 3, 2008	<a href="http://www.nctr.usf.edu/jpt/pdf/JP T11-3Cervero.pdf">http://www.nctr.usf.edu/jpt/pdf/JP T11-3Cervero.pdf</a>	A survey of 17 transit-oriented developments (TOD) in five U.S. metropolitan areas showed that vehicle trips per dwelling unit were substantially below what the Institute of Transportation Engineer's Trip Generation manual estimates. Over a typical weekday period, the surveyed TOD housing projects averaged 44 percent fewer vehicle trips than that estimated by the manual (3.754 versus 6.715). Vehicle trip rates of transit-oriented housing projects were particularly low in metropolitan Washington, D.C. and Portland, Oregon, both known for successful TOD planning at the regional and corridor levels. (...)	com arquivo
Estação ferroviária		2008	Mixed Use Solana Beach Train Station	Relatório -site	<a href="http://www.ci.solana-beach.ca.us/uploads/4.0%20Alternatives%20part%20VI.pdf">http://www.ci.solana-beach.ca.us/uploads/4.0%20Alternatives%20part%20VI.pdf</a>		com arquivo
	Cynthia Chena, , Jason Chena, 1, and James Barryb, 2,	2008	Diurnal pattern of transit ridership: a case study of the New York City subway system	Artigo -	<a href="http://www.sciencedirect.com/science?_ob=ArticleListURL&amp;_method=tag&amp;refSource=search&amp;_st=13&amp;count=1000&amp;_chunk=1&amp;PREV_LIST=0&amp;NEXT_LIST=2&amp;view=c&amp;md5=bc939bbc3a32d8e7b271508c872d04aa&amp;_ArticleListID=858385273&amp;sisr_search=&amp;next=next+page">http://www.sciencedirect.com/science?_ob=ArticleListURL&amp;_method=tag&amp;refSource=search&amp;_st=13&amp;count=1000&amp;_chunk=1&amp;PREV_LIST=0&amp;NEXT_LIST=2&amp;view=c&amp;md5=bc939bbc3a32d8e7b271508c872d04aa&amp;_ArticleListID=858385273&amp;sisr_search=&amp;next=next+page</a>	We study the diurnal pattern of subway ridership in New York City. Our study complements the existing line of research that looks at the dynamics of a place by studying the socio-demographics of its visitor population. It also points out an important omission in ridership research on the time of day dimension. The study results identify five main classes of the diurnal patterns and demonstrate that station ridership's diurnal pattern is closely related to the local built environment (...)	

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	Priyanka Jain, Sharon Cullinane, Kevin Cullinane	2008	The impact of governance development models on urban rail efficiency	Artigo - Transportation Research Part A: Policy and Practice, Volume 42, Issue 9, November 2008, Pages 1238-1250	<a href="http://www.sciencedirect.com/science?_ob=ArticleListURL&amp;_method=tag&amp;refSource=search&amp;_st=13&amp;count=1000&amp;E23chunk=2&amp;PREV_LIST=1&amp;NEXT_LIST=3&amp;view=c&amp;md5=75827d14fc32de12abc1b75e318eacde&amp;_ArticleListID=858385273&amp;sisr_search=&amp;next=next+page">http://www.sciencedirect.com/science?_ob=ArticleListURL&amp;_method=tag&amp;refSource=search&amp;_st=13&amp;count=1000&amp;E23chunk=2&amp;PREV_LIST=1&amp;NEXT_LIST=3&amp;view=c&amp;md5=75827d14fc32de12abc1b75e318eacde&amp;_ArticleListID=858385273&amp;sisr_search=&amp;next=next+page</a> , "http://www.sciencedirect.com/science?_ob=ArticleListURL&_method=tag&refSource=search&_st=13&count=1000&_chunk=2&PREV_LIST=1&NEXT_LIST=3&view=c&md5=75827d14fc32de12abc1b75e318eacde&_ArticleListID=858385273&sisr_search=&next=next+page")	Influenced by the twin forces of globalization and urbanization, many cities are developing urban rail transit systems (URTS). The policies and ownership structures within which they are developed have a profound impact upon their efficiency. This paper analyzes the relationship between ownership structure and technical efficiency through the application of data envelopment analysis (DEA). A comparative analysis of 15 URTS reveals that, among the different available governance development models, privatization has a direct and positive bearing upon enhancing efficiency	sem arquivo
Ferrovíaria	Grégory Vandenbulcke, Thérèse Steenberghen, Isabelle Thomas	2008	Mapping accessibility in Belgium: a tool for land-use and transport planning?	Journal of Transport Geography, Volume 17, Issue 1, January 2009, Pages 39-53	<a href="http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG8-4SS8CG9-1&amp;_user=10&amp;_coverDate=01%2F31%2F2009&amp;_alid=861689923&amp;_rdoc=71&amp;_fmt=high&amp;_orig=search&amp;_cdi=6032&amp;_sort=d&amp;_docanchor=&amp;view=c&amp;_ct=2783&amp;_acct=C00050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=0e6a43a9c428b2ac89e5686652b38f00">http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG8-4SS8CG9-1&amp;_user=10&amp;_coverDate=01%2F31%2F2009&amp;_alid=861689923&amp;_rdoc=71&amp;_fmt=high&amp;_orig=search&amp;_cdi=6032&amp;_sort=d&amp;_docanchor=&amp;view=c&amp;_ct=2783&amp;_acct=C00050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=0e6a43a9c428b2ac89e5686652b38f00</a>	This paper compares the spatial structure of car accessibility to towns and to railway stations during peak and off-peak hours in Belgium for the country's 2616 municipalities. A clustering method is applied. It is shown that in a highly urbanised country, the situation is far from being spatially equitable in terms of accessibility, and some areas are more favoured than others. Congestion increases spatial inequalities, differently according to absolute or relative measures of change. By means of examples, this paper shows that even simple accessibility indicators could be useful to support decisions taken by planners and politicians (e.g. as regards the development of residential, industrial and business park areas) (...)	sem arquivo

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	Rafael Silva Lara Rosana Gouveia Brandão Licínio da Silva Portugal	2008	GERAÇÃO DE EMBARQUES NAS ESTAÇÕES DE TREM DA CIDADE DO RIO DE JANEIRO.	VI Rio de Transportes	<a href="http://redpgv.coppe.ufrj.br">http://redpgv.coppe.ufrj.br</a>	A utilização exagerada de modais rodoviários na cidade do Rio de Janeiro vem ocasionando inúmeras perdas com congestionamentos, aumento da poluição ambiental e deterioração das vias rodoviárias. Por outro lado percebe-se que as vias ferroviárias encontram-se subutilizadas, e, portanto estimulando o crescimento do problema. Com isso, justificam-se estudos que possibilitem desenvolver a malha ferroviária de forma a expandi-la e melhorá-la. Este estudo tem como objetivo o estudo dos fatores que influenciam as viagens por ferrovias abordando características de uma determinada região de forma a explicar como estes atuam. (...)	com arquivo
	SANDER MAGALHÃES LACERDA	2008	Trens de Alta Velocidade: Experiência Internacional Trens de Alta Velocidade: Experiência Internacional	REVISTA DO BNDES, RIO DE JANEIRO, V. 14, N. 29, P. 61-80, JUN. 2008		Neste artigo, são examinados os trens de alta velocidade em operação em vários países e algumas de suas características. Certos aspectos econômicos, demográficos e geográficos condicionam fortemente a factibilidade da alta velocidade ferroviária e seu entendimento é uma primeira aproximação aos limites e possibilidades desse tipo de transporte. Os trens-bala atualmente em operação estão concentrados em países de maior renda per capita, porque essa modalidade de transporte tem altos custos de implantação e suas tarifas são caras. (...)	com arquivo
	Alberto Benedito de Lima Júnior	2007	Viagens park and Ride por motivo trabalho: estudo de caso na cidade de São Paulo	Dissertação mestrado USP			com arquivo
Estação	DOT	2007	Longmont – SH 66 and BNSF ; DEIS Commuter Rail Station Evaluation	Relatório - Federal Highway Administration ▪ Federal Transit Administration ▪ Colorado Department of Transportation	<a href="http://www.dot.state.co.us/north125eis/PDF/Web_site_Tech_Memos/BRT_CR_CB_Tech_Memos/Longmont_SH_66_DEIS_CR_10.10.07.pdf">http://www.dot.state.co.us/north125eis/PDF/Web_site_Tech_Memos/BRT_CR_CB_Tech_Memos/Longmont_SH_66_DEIS_CR_10.10.07.pdf</a>	The North I-25 DEIS Package A alternative considers a single commuter rail route that will extend from the end of the planned RTD North Metro Commuter Rail Line and terminate in the city of Fort Collins. Proposed stations will be located in Erie, Longmont, Berthoud, Loveland, and Fort Collins. The proposed commuter rail route follows the existing BNSF alignment which generally parallels the US 287 alignment from Fort Collins to Longmont. Between the Sugar Mill station in Longmont and the North Metro end-of-line station at SH-7, the alignment will parallel SH-119, WCR-7, (...)	com arquivo

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Estação	Washington Metropolitan Area Transit Authority Washington Metropolitan Area Transit Authority Department of Planning and Joint Development Department of Planning and Joint Development Office of Business Planning and Project Development	2007	ROSSLYN STATION NEW ENTRANCE STUDY	Relatório - site	<a href="http://www.wmata.com/pdfs/planning/Station%20Access/Rosslyn_Final_Report%202007.pdf">http://www.wmata.com/pdfs/planning/Station%20Access/Rosslyn_Final_Report%202007.pdf</a>	In response to the RCP development proposal, WMATA is conducting this study for Arlington County to develop and analyze conceptual designs for a new elevator entrance to the Rosslyn station and address WMATA transit operations and access needs. A new elevator entrance would improve access to the station for Metro customers and ensure a good level of service for bus and pedestrian traffic on N. Moore Street in the future.	com arquivo
Ferrovíaria	Martijn Brons, Moshe Givoni, Piet Rietveld	2007	Access to railway stations and its potential in increasing rail use	Transportation Research Part A: Policy and Practice, Volume 43, Issue 2, February 2009, Pages 136-149	<a href="http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4TGPB2Y-1&amp;_user=10&amp;_coverDate=02%2F28%2F2009&amp;_alid=861689923&amp;_rdoc=36&amp;_fmt=high&amp;_orig=search&amp;_cdi=6031&amp;_sort=d&amp;_docanchor=&amp;view=c&amp;_ct=2783&amp;_acct=C00050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=b6b5ab460cbb7e6067bcc3254684deac">http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4TGPB2Y-1&amp;_user=10&amp;_coverDate=02%2F28%2F2009&amp;_alid=861689923&amp;_rdoc=36&amp;_fmt=high&amp;_orig=search&amp;_cdi=6031&amp;_sort=d&amp;_docanchor=&amp;view=c&amp;_ct=2783&amp;_acct=C00050221&amp;_version=1&amp;_urlVersion=0&amp;_userid=10&amp;md5=b6b5ab460cbb7e6067bcc3254684deac</a>	The propensity to travel by rail, and not, for example by car, can be considered to be a factor of the rail service offered, the access to it and the characteristics of the population served. Efforts to increase rail use usually focus on the rail service itself while the accessibility of the rail network receives less attention. In this context, the paper has two broad aims. First, to evaluate how important the 'access-to-the-station' part of a rail journey is to passengers in their overall satisfaction with the rail journey and second, to investigate the balance between characteristics of the service, the access to it and the population served in determining rail use in different parts of the rail network. (...)	sem arquivo
	Suzanne Ludlow	2006	Takoma Metro Financial Projections				com arquivo
	Guilherme Delgado de Oliveira	2006	Análise do desempenho de terminais ferroviários utilizando teoria de filas e simulação de eventos discretos - um estudo de caso na MRS logística S/A	Dissertação mestrado Universidade Federal de Juiz de Fora			com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	Todd Litman, Lyndon Henry	2006	Evaluating New Start Transit Program Performance Comparing Rail And Bus	Victoria Transport Policy Institute	nawdry@bga.com info@vtpi.org		com arquivo
	Jorge Augusto Martins Gonçalves, Licínio da Silva Portugal	2005	Procedimento baseado nas centralidades para integrar o sistema metroferroviário e o desenvolvimento urbano	1º Concurso de Monografia CBTU 2005 - A Cidade nos Trilhos	<a href="http://redpgv.coppe.ufrj.br/arquivos/monografia03_2005.pdf">http://redpgv.coppe.ufrj.br/arquivos/monografia03_2005.pdf</a>	No processo de crescimento econômico e do bem-estar social, a infra-estrutura de transporte tem um papel fundamental, pelas suas características estruturadora da ocupação do solo e promotora de desenvolvimento. Transportes e cidades são co-dependentes, pois usos do solo e ambientes construídos determinam a demanda por viagens. Assim, transporte e desenvolvimento urbano - cuidadosamente integrados e coordenados - são essenciais para garantir um futuro sustentável, não somente no sentido ambiental, (...)	
	Michael Kuby, , Anthony Barranda and Christopher Upchurch	2004	Factors influencing light-rail station boardings in the United States	Artig- Transportation Research Part A: Policy and Practice Volume 38, Issue 3, March 2004, Pages 223-247	<a href="http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4BG3J67-2&amp;_user=10&amp;_coverDate=03%2F31%2F2004&amp;_alid=858082240&amp;_rdoc=90&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=8eb38e58525e40e008d07a926885b34e">http://www.sciencedirect.com/science?_ob=ArticleURL&amp;_udi=B6VG7-4BG3J67-2&amp;_user=10&amp;_coverDate=03%2F31%2F2004&amp;_alid=858082240&amp;_rdoc=90&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=8eb38e58525e40e008d07a926885b34e</a>	Many US cities have recently built or approved light-rail systems to combat congestion, sprawl, and pollution. Critics questions light rail's ability to generate ridership in low-density, automobile-oriented, polycentric US cities with smaller downtowns. Proponents counter that sufficient numbers of homes and workplaces have convenient access to stations via walking, park-and-ride, or bus to develop feasible corridors connecting major residential areas with suburban concentrations of employment and the CBD. With this in mind, we used multiple regression to determine factors that contribute to higher light-rail ridership. (...)	sem arquivo
Estação - LRT	Hexagon Transportation consultant	2002	Response to Traffic Questions	Relatório	<a href="https://www.communicationsmgr.com/projects/san_mateo/docs/CA_C032002_Hexagon.pdf">https://www.communicationsmgr.com/projects/san_mateo/docs/CA_C032002_Hexagon.pdf</a>	PART 1. Trip Generation Rates; PART 2. TOD Mode-Split; PART 3. Impact West of El Camino; PART 4. Transportation Benefits	com arquivo
	SINAY, M.C.F.de (Docente); PEREIRA, A.P.de O. (Discente-Autor).	2000	GERENCIAMENTO AMBIENTAL NA IMPLANTAÇÃO E OPERAÇÃO DE FERROVIAS	Tese- MSc - Memória de Pós-Graduação IME-Engenharia de Transportes – Tese/2000	<a href="http://servicos.capes.gov.br/arquivos/avaliacao/estudos/dados1/2000/31007015/010/2000_010_31007015010P1_Prod_Bib.pdf">http://servicos.capes.gov.br/arquivos/avaliacao/estudos/dados1/2000/31007015/010/2000_010_31007015010P1_Prod_Bib.pdf</a>		sem arquivo

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	Piet Rietveld	2000	The accessibility of railway stations: the role of the bicycle in The Netherlands	Transportation Research Part D 5 (2000) 71-75		The market potential of railway services depends on the quality of the total chain from residence to place of activity. In The Netherlands where natural conditions and infrastructure are conducive, the bicycle is a potentially attractive access mode for railways since it allows travellers to avoid waiting at bus, metro or tram stops. Especially at the home end the bicycle appears to play a large role as an access mode with a share of 35%. At the activity end the share is much shorter. Implications are discussed for policies aiming at increasing the share of multimodal trips. Also physical planning implications are considered.	com arquivo
Estação ferroviária	YOUNG H. S. (1); SHAW R. B. (2); LEE K. W. (3);	1999	Trip generation study of passenger rail Station at Providence, Rhode Island	Artigo	<a href="http://cat.inist.fr/?aModele=afficheN&amp;cpsidt=1295023">http://cat.inist.fr/?aModele=afficheN&amp;cpsidt=1295023</a>	The results of a comprehensive trip generation study of the Providence Railroad Station in Providence, Rhode Island, are presented. The results include the monitoring of vehicular traffic approaching and departing on streets adjacent to the station and making stops for arriving or departing railtransit passengers. Daily train schedules were obtained for each observation period to determine the number of train stops per day (an independent variable). Social and environmental effects that could influence transit ridership (holidays, weather, and so forth) were noted. Finally, (...)	
	GERMA BEL	1997	CHANGES IN TRAVEL TIME ACROSS MODES AND ITS IMPACT ON THE DEMAND FOR INTER-URBAN RAIL TRAVEL	Transpn Res.-E (Logistics and Transpn Rev.), Vol. 33, No. 1, pp. 43-52, 1997			com arquivo
	EKKE A G KOK, JOHN MORRALL AND ZOLI TOTH	1994	Trip Generation Rates for LightRail Transit Park and hide lots	ITEJOURNAL JUNE 1994			com arquivo
Estação	Gough J	1993	Service station trip generation.	Artigo - ITE Journal – Vol. 63, Nº 10 – outubro de 1993 – pp. 8-9.			sem arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Ramal ferroviário	Rickard, J. M. (Julia Margaret)	1986	Modelling of the factors influencing long distance rail passenger trip rates in Great Britain . (PhD Thesis)	Tese -	<a href="http://www.its.leeds.ac.uk/research/NEWprojectDetails.php?id=837">http://www.its.leeds.ac.uk/research/NEWprojectDetails.php?id=837</a>	This thesis is concerned with the production of trip generation models for inter-urban rail travel. The models provide a framework for the systematic study of the effects of socio-economic, demographic and geographical variables on an individual's propensity to make a long distance trip by rail. The analysis falls into two stages. The first stage involves the use of exploratory analysis techniques to identify market segments using a methodology free from the restrictions of significance testing. It is found that the population consists of a series of subgroups each with its own poisson distribution of trips within a two week period. (...)	com arquivo
Metro			Impacts – Metro (arquivo pdf)	Relatório - Bloomington Central Station			com arquivo
	Steve Wilson & Jonathan Ehrlich,		Project Traffic Patterns, Trips, Modal Shifts for New Pattern (arquivo pdf)	Relatório - SRF Consulting			com arquivo
	Suzanne Ludlow, AICP, CPM		Takoma metro financial projections (arquivo pdf)	Community and Government Liaison	<a href="http://www.ci.tualatin.or.us/departments/communitydevelopment/planning/docs/CommuterRail/AR0703SecondSubmittal_3.pdf">http://www.ci.tualatin.or.us/departments/communitydevelopment/planning/docs/CommuterRail/AR0703SecondSubmittal_3.pdf</a> , "http://www.ci.tualatin.or.us/departments/communitydevelopment/planning/docs/CommuterRail/F17"		com arquivo