

FICHA DE CADASTRO

PROJETO CATEGORIA DE VIAGENS - DIVISÃO MODAL

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	Christie R. Dawson	2009	TRANSIT RIDERSHIP REPORT	American Public Transportation Association	cdawson@apta.com		com arquivo
	Cheng-Min Feng; Cheng-Hsien Hsieh	2009	Implications of Transport Diversity for Quality of Life	Journal of Urban Planning and Development, Vol. 135, No. 1, March 1, 2009.		Different transport stakeholders have different needs for transport infrastructure and services. Meeting the needs of stakeholders implies a tradeoff of benefits and costs between supply and demand and creates issues of transport diversity. However, the literature has largely ignored these issues. This study aims to provide a framework evaluating transport diversity to promote quality of life. Transport diversity is defined as the satisfied level of stakeholder needs in this study and measured as the gap between the expected goal and present values of stakeholder needs in the form of the Shannon–Weaver index. (...)	com arquivo
	Mary Edwards	2008	Traffic Impact Analysis	Artigo - site	http://www.lic.wisc.edu/shapingdane/facilitation/all_resources/impacts/analysis_traffic.htm	Understanding the demands placed on the community's transportation network by development is an important dimension of assessing the overall impacts of development. All development generates traffic, and it may generate enough traffic to create congestion and to compel the community to invest more capital into the transportation network, whether it is in the form of new roads or traffic signals or turn lanes. Traffic congestion results in a number of problems, including economic costs due to delayed travel times, air pollution and accidents. As one roadway becomes congested, drivers may use others not necessarily intended for through traffic. (...)	sem arquivo
	Arthur Tai, Ministry of Transportation, Ontario	2008	Trip Generation In The GGH Model	Artigo - Presentation to Ontario EMME User Group Meeting May 16, 2008	http://www.inro.ca/en/pres_pap/ontario/ont08/EMME%20Conference_Trip%20Generation.pdf	Trip generation is the process to determine the number of trips begin or end at each traffic zone; Model both AM and PM Peak Periods; Model currently is developed using 2001 TTS and Census results; and Calibration will be redo after 2006 data becomes available.	com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	Zhong Zhou, Anthony Chen, S.C. Wong	2008	Alternative formulations of a combined trip generation, trip distribution, modal split, and trip assignment model	Artigo - European Journal of Operational Research, In Press, Corrected Proof, Available online 8 August 2008	http://www.sciencedirect.com/science?_ob=ArticleListURL&_method=tag&refSource=search&_st=13&count=1000&_chunk=3&PREV_LIST=2&NEXT_LIST=4&view=c&md5=c4d07d1a1e68712081aa12b3274f07a3&_ArticleListID=858385273&sisr_search=&next=next+page	The traditional four-step model has been widely used in travel demand forecasting by considering trip generation, trip distribution, modal split and traffic assignment sequentially in a fixed order. However, this sequential approach suffers from the inconsistency among the level-of-service and flow values in each step of the procedure. In the last two decades, this problem has been addressed by many researchers who have sought to develop combined (or integrated) models that can consider travelers' choice on different stages simultaneously and give consistent results. In this paper, alternative formulations, including mathematical programming (MP) formulation and variational inequality (VI) (...)	sem arquivo
		2008	Transportation Statistics Annual Report	Bureau of Transportation Statistics Transportation	answers@bts.gov		com arquivo
Viagens primárias	F. Marchal ¹	2005	A Trip Generation Method for Time-Dependent Large-Scale Simulations of Transport and Land-Use	Artigo -Journal Networks and Spatial Economics ; Publisher Springer Netherlands ; ISSN 1566-113X (Print) 1572-9427 (Online) ; Issue Volume 5, Number 2 / June, 2005 DOI 10.1007/s11067-005-2628-z Pages 179-192 Subject Collection Business and Economics ; SpringerLink Date Wednesday, July 20, 2005	http://www.springerlink.com/content/m76455111877014/	This paper presents an attempt to integrate dynamic traffic models and location choice models in a more consistent way than the four-step planning scheme. Two temporal horizons are considered. On the long run, individuals select the location of their primary activity based on local land-use data and on travel costs. Mode choice is omitted. On the short run, car travelers select the departure time and route on the journey to their the primary activity. On the short run, the travel demand is disaggregated at the individual level. On the long run, users characteristics are aggregated. A methodology is developed that can be used to bootstrap multi-agents simulations of land-use and transport in an efficient way. The emphasis is put on the provision of an operational model. Therefore, the paper focuses on the technical details of the implementation of this methodology and on its applications to large-scale systems. Results are presented on the Zurich area.	sem arquivo
	R. Balcombe	2004	The demand for public transport: a practical guide	TRL Report 593			com arquivo

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	Christopher L, Butorac, Marc A	2003	Trip generation characteristics of discount supermarkets	Artigo -Institute of Transportation Engineers. ITE Journal, Nov 2003 by Brehmer,	http://findarticles.com/p/articles/mi_qa3734/is_200311/ai_n9332142/pg_3	Three types of trips were evaluated in the study: primary trips, pass-by trips and diverted trips. ITE defines primary trips as trips made for the specific purpose of visiting the generator.3 Pass-by trips are made as an intermediate stop on the way from an origin to a destination without a route diversion. Diverted linked trips, as defined by ITE, are attracted from the traffic volume on a roadway within the vicinity of the generator but require a diversion from that roadway to another roadway to gain access to the site. With respect to trip type, on average, 52 percent of the trips generated by the supermarket stores were primary trip's. (...)	sem arquivo
	Michael D. Anderson1 and Justin P. Olander2	2002	Evaluation of Two Trip Generation Techniques for Small Area Travel Models	Artigo - J. Urban Plng. and Devel. Volume 128, Issue 2, pp. 77-88 (June 2002)	http://scitation.aip.org/getabs/servlet/GetabsServlet?prog=normal&id=JUPDDM000128000002000077000001&idtype=cvips&gifs=yes	This paper examines the practicality of using a single internal trip purpose to generate the production and attraction values for traffic analysis zones in small urban community travel models. In previous research efforts, Quick-Response techniques, originally developed for cities with populations between 50,000 and 199,999, have been successfully applied to perform trip generation in small urban community travel models. Focusing on the reduction of data requirements and complexity of the trip generation analysis, a single trip purpose technique, based solely on aggregate numbers of households and businesses in a traffic analysis zone, has been proposed as a method to simplify the trip generation computation and reduce data requirements. (...)	sem arquivo
	Redcar & Cleveland ; Borough Council	1996	Transportation Assessment	Artigo - Redcar & Cleveland Borough Council	http://www.redcar-cleveland.gov.uk/main.nsf/printable/6E0F25D782E2763980256E1A003CF6A8?OpenDocument	Trip generation rates have been developed from the TRICS database for residential and retail uses for all the options tested. These identify the worst-case scenario in terms of traffic generation, using the 85th %ile trip rates. 2. Modal split patterns used in this assessment are based upon the data shown in Tables 3 and 4 below. The data has been obtained from the Government Statistical Service publications "Regional Trends 33, 1998" and "National Survey 1993/95,1996".	com arquivo

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	Ajay Kumar and David Levinson	1992	Specifying, Estimating, and Validating a New Trip Generation Model: A Case Study of Montgomery County, Maryland	Artigo - originally submitted: April 3, 1992 revised: December 9, 1992 published Transportation Research Record #1413, p107-113	http://nexus.umn.edu/Papers/TripGeneration.pdf	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. (...)	com arquivo
	Saka, Anthony A.	1992	Travel demand model calibration for areas with heterogeneous characteristics	Artigo - ITE Journal 1/1992 vol. 62, no. 1		This article describes the methodology that was successfully used to address problems posed by spatial heterogeneity during the calibration of the RADCO (Rappahannock Area Development Commission) travel forecasting model. The case study background is described. The MINUTP computer software package was used to develop the RADCO regional travel forecasting model (RRTFM). Data collection and development is described. The three steps are described of the calibration of the RRTFM: trip generation submodel calibration; trip distribution submodel calibration; and the traffic assignment submodel calibration. The evaluation of the traffic assignment results is also described. It was found that variations between the ground counts and the assigned volumes for the individual links fell well within their respective maximum tolerable errors.	

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	Osula, Douglas O.	1991	Development of trip generation models for land uses in Nigeria	Artigo - ITE Journal 1/1991 vol. 61, no. 1		The progress is described of a program to develop trip generation models for land uses in Nigeria and the results are given of the first of a series of trip generation studies for land uses in Nigeria. The study area is described, as well as the data collection, and the analysis of the data. Study results relating to population estimate, zonal household characteristics. and trips generated are discussed. The models that were developed describe the relationships between daily trips and the selected independent variables. The models differ for the zones as expected because of difference in zonal characteristics.	
	Toth, Zoltan B. et al	1990	Regional shopping center linked trip distribution	Artigo - ITE Journal 5/1990 vol.60, no.5		The transportation department of Calgary, Canada studied regional, sector and local shopping centers to determine the trip making characteristics of these developments, in order that the shopping centers be well located, and their impact on existing and future transportation systems be assessed.	com arquivo
	Kittelson, Wayne K. ; Lawton, T. Keith	1987	Evaluation of shopping center trip types	Artigo - ITE Journal 2/1987 vol.57, no.2		The results are described of field studies aimed at identifying the net traffic impact of commercial establishments on the surrounding street system. The study results are believed to be indicative of conditions widely to be found in many types of commercial activities and urban environments.	com arquivo
	Tomas F. Golob	1987	Effects of income and car ownership on trip generation: a structural equations model and its temporal stability	Journal of transport economics and policy			com arquivo
	Smith, Steven A.	1986	A methodology for consideration of pass-by trips traffic impact analyses for shopping centers	Artigo - ITE Journal 8/1986 vol.56, no.8		It has recognized for some time that shopping centers and several other convenience-oriented land-use types have slightly different trip characteristics than other use types. A significant proportion of the trips generated by these uses are simply trips diverted from traffic already adjacent or nearby roadway facilities. Since not all the trips are new trips to the facility, it would seem logical that a reduction in the effective trip generation rate would be justified.	com arquivo

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	Leake, G.R. & Huzayyin, A.S.	1979	Accessibility measures and their suitability for use in trip generation models	Artigo - Traffic Engineering & Control – Vol. 20, Nº 12 – dezembro de 1979 – pp. 566-572			
	Arun Chatterjee, M.ASCE, (Assoc. Prof., Dept. of Civ. Engrg., The Univ. of Tennessee, Knoxville, Tenn.), Kumares C. Sinha, M.ASCE, (Assoc. Prof., Dept. of Civ. Engrg., Purdue Univ., West Lafayette, Ind.), and Donald R. Martinson, (Chf., Transportation Planner, Southeastern Wisconsin Regional Planning Commission, Waukesha, Wisc.)	1977	Trip Generation Analysis for Regional Studies	Artigo - Transportation Engineering Journal, Vol. 103, No. 6, November/December 1977, pp. 825-841	http://cedb.asce.org/cgi/WWWdisplay.cgi?5013358	An increasing number of regional transportation studies initiated in recent years encompass large areas that include not only urban communities of different sizes but also a substantial amount of rural area. Recognizing the difference in the scope of planning for these areas as compared with that for typical urban areas, a case study is performed based on the data for the southeastern Wisconsin region to develop guidelines for trip generation analysis of the travel estimation procedure. The analysis covers both automobile and truck movements and a detailed stratification of various types of travel in the region is developed. The implications of different categories of trips and alternative techniques for their forecasts are examined. A statistical comparison of household trip rates for different urban communities and the rural area within the region revealed significant differences between urban and rural trip generation characteristics. The need to preserve the identity and unique characteristics of the urbanized and rural areas within a heterogeneous region must be taken into account in developing the regional data base and analytical framework.	sem arquivo
	Plummer, R W; King, E ; Deshpande, G	1977	DEVELOPMENT OF INTERCITY TRIP-GENERATION AND TRIP-DISTRIBUTION MODELS FOR RURAL COMMUNITIES	Artigo - Transportation Research Record Issue Number: 638 Publisher: Transportation	http://pubsindex.trb.org/document/view/default.asp?lbid=73491	The object of this study was to analyze intercity trip linkages and to model intercity travel for towns of less than 50,000 population. The travel data used consisted of external travel surveys conducted at 21 cities during 1965 to 1969. A methodology was developed to update travel surveys. The nature of intercity travel for smaller cities was analyzed, and models were developed to forecast travel for these cities.	sem arquivo
	Chatterjee, Arun ; Khasnabis, Snehamay	1973	Category Models	Artigo - ITE Journal 10/1973 vol. 44		Category models are becoming increasingly popular as a trip generation technique for transportation studies. This paper analyzes them.	

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	Carlos Paiva		Transformações e Perfil Atual das Viagens de Auto Centro Expandido da Cidade de São Paulo		paivacardoso@yahoo.com.br	Em 2007, 55% das viagens realizadas no centro expandido pertenciam às classes C, D e E (renda mensal familiar inferior a mil reais). O pedágio urbano nesta região - sem efetivas compensações a estas populações, como redução do preço do transporte coletivo e sua significativa melhora, penaliza ainda mais aqueles que menos têm.	com arquivo
	Town of Southampton Riverside MUPDD DGEIS		TRIP GENERATION CHARACTERISTICS FOR LAND USES	Artigo- site	http://www.town.southampton.ny.us/SEQRA/Riverside/VolIII/07-AppendixG-TripGeneration.pdf		com arquivo
	NHI curse		Apresentação PPT	Apresentação	http://www.ctre.iastate.edu/educweb/ce451/LECTURES/Trip%20Generation/NHI%205%20Tripgen.pp#1		com arquivo
Divisão modal	John K. Abraham		Mode Split	Artigo- site	http://www.eng.wayne.edu/legacy/forms/4/Mode_Split.pdf		com arquivo