

FICHA DE CADASTRO
PROJETO TRANSPORTE PÚBLICO

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
TOD	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	http://www.nctr.usf.edu/jpt/pdf/JPT11-3Cervero.pdf	Program (TCRP) study that examines vehicle trip generation rates for a representative sample of 7 multi-family housing projects of varying sizes near rail transit stations in four parts of the country: Philadelphia/northeast New Jersey; Portland, Oregon; metropolitan Washington, D.C.; and the East Bay of the San Francisco Bay Area. Rail services in these areas are of a high quality and span across four urban rail technologies: commuter rail (Philadelphia SEPTA and NJ Transit); heavy rail (San Francisco BART and Washington Metrorail); light rail (Portland MAX); and streetcar (Portland)	com arquivo
	Lars Eriksson, Margareta Friman, Tommy Gärling	2008	Stated reasons for reducing work-commute by car	Artigo - Transportation Research Part F: Traffic Psychology and Behaviour, Volume 11, Issue 6, November 2008, Pages 427-433	http://www.sciencedirect.com/science?_ob=ArticleURL&_udi=B6VG7-4GHBP6D-2&_user=10&_coverDate=02%2F28%2F2006&_alid=858082240&_rdoc=69&_fmt=high&_orig=search&_cdi=6031&_docanchor=&view=c&_ct=207&_acct=C000050221&_version=1&_urlVersion=0&_userid=10&md5=ac62b8efac83c845e3aeab4f93200e38	A survey is reported that requested work-commuters by car to state reasons that would make them reduce car use for the work commute. All participants (n = 1218) were employed by companies located in the center of a medium-size Swedish city (pop. 82,000). Among 76% of the car users (n = 602) who stated any reasons, the most frequent were improved public transport and work from home some days. Shorter travel times, an increased frequency of service and lower fares were the most frequent reasons for increasing public transport use.	com arquivo
	Jerry Walters, Principal, MITE, Fehr & Peers, Inc. Walnut Creek, CA, USA; Brian Bochner, Senior Research Engineer, HITE, Texas Transportation Institute, College Station, TX, USA; G.B. Arrington, Principal Practice Leader, PB PlaceMaking, Portland, OR, USA	2008	UPDATE ON TRIP GENERATION RESEARCH EFFORTS----- REGISTER NOW!	Curso - ITE	http://www.ite.org/education/webinars_tgres.asp	At the conclusion of the course, participants should be able to: 1) Discuss status of the state-of-the-practice in trip generation research. 2) Identify land use and transportation variables that influence vehicle trip generation rates. 3) List unique characteristics of trip generation of mixed use developments.	

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	J. Enrique Fernández L., Joaquín de Cea Ch., R. Henry Malbran	2008	Demand responsive urban public transport system design: Methodology and application	Artigo - Transportation Research Part A: Policy and Practice, Volume 42, Issue 7, August 2008, Pages 951-972	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	In this paper, we present a methodology for solving the Public Transport Network Design Problem (PTNDP) and describe its application in the context of the Design Study developed in order to propose a new structure for the transit system of the city of Santiago, Chile. Firstly, we briefly define the PTNDP as a multilevel programming problem and discuss the solution method implemented. Then, the application of this methodology to the Santiago transit system is presented, and the main results obtained are analyzed. The new restructured system, based on a hierarchy of specialized services that complement and coordinate their operations and using an integrated fare scheme, is compared with an optimized version (optimal frequencies) of the current one, a set of direct services, mainly based on the operation of independent itineraries, without fare integration. (...)	com arquivo
	Haiyan Chen, Beisi Jia, S.S.Y. Lau	2008	Sustainable urban form for Chinese compact cities: Challenges of a rapid urbanized economy	Artigo - Habitat International, Volume 32, Issue 1, March 2008, Pages 28-40 Haiyan Chen, Beisi Jia, S.S.Y. Lau	http://www.sciencedirect.com/science?_ob=ArticleListURL&_method=tag&refSource=search&_st=13&count=1000&_chunk=5&PREV_LIST=4&NEXT_LIST=6&view=c&md5=ce14e3a2cb87087ec527d1f8ea772a89&_ArticleListID=858385273&sisr_search=&next=next+page	Land saving in the process of rapid urbanization is critical to the long-term sustainability of China. Compact cities, characterized by relative high density, mixed land-use and pedestrian-oriented habitation, have been proposed as one solution for sustainable urban planning. However, given the fact that Chinese cities are characterized by high population densities, the applicability of a more compact solution to expanding cities in China remains questionable. Essential to the decision-making is a deeper understanding about the relationship between urban compactness and the sustainable performance of the cities. This study is proposed for a quantitative evaluation about the costs and benefits of cities' compaction in Chinese context from environmental perspective, especially with respect to "facility availability, infrastructure efficiency, public transport, domestic energy and resources consumption and environmental externalities." 45 core Chinese cities are selected for the detailed illustration.	com arquivo

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	Johan Holmgren, Jan Owen Jansson, Anders Ljungberg	2008	Public transport in towns – Inevitably on the decline?	Artigo - Research in Transportation Economics, In Press, Corrected Proof, Available online 16 December 2008	http://www.sciencedirect.com/science?_ob=ArticleListURL&_method=tag&refSource=search&_st=13&count=1000&_chunk=6&PREV_LIST=5&NEXT_LIST=7&view=c&md5=0168b80f6a57040b2c1fa56d9c3c468d&_ArticleListID=858385273&sisr_search=&next=next+page	Bus transport in Linköping, a town of 140 000 people, was strongly on the increase up to the beginning of the 1980s, when a negative trend-break occurred. A demand model is developed which explains both the ongoing decline and the preceding increase. Based on this model, it is examined whether a change of the current bus transport policy towards an optimal pricing and investment policy from a social point of view could evoke a new and positive trend-break. Taking current trends in the exogenous factors into account it would. However, this could depend on a possible revival of bicycling in towns.	com arquivo
	Johan Holmgren, Jan Owen Jansson, a, and Anders Ljungberg	2008	Public transport in towns – Inevitably on the decline?	Artigo Department of management and engineering, Linköping University, Sweden	http://www.sciencedirect.com/science?_ob=ArticleURL&_udi=B8JHM-4V57Y0R-1&_user=10&_coverDate=12%2F16%2F2008&_alid=859109375&_rdoc=100&_fmt=high&_orig=search&_cdi=43702&_sort=d&_docanchor=&view=c&_ct=3601&_acct=C000050221&_version=1&_urlVersion=0&_userid=10&md5=739785765ca7e69588460d3f4f32ff44#hit2	Bus transport in Linköping, a town of 140 000 people, was strongly on the increase up to the beginning of the 1980s, when a negative trend-break occurred. A demand model is developed which explains both the ongoing decline and the preceding increase. Based on this model, it is examined whether a change of the current bus transport policy towards an optimal pricing and investment policy from a social point of view could evoke a new and positive trend-break. Taking current trends in the exogenous factors into account it would. However, this could depend on a possible revival of bicycling in towns.	sem arquivo
		2008	Transportation Planner Certification Program Refresher Course	Artigo - ITE Educational Foundation Publication No. PD-024			com arquivo
		2008	Observatorio de la movilidad metropolitana report 2006	The metropolitan mobility observatory -Transport Research Centre - Universidad Politécnica de Madrid			com arquivo
		2006	Public Transportation	Artigo -APTA – American Public Transportation Association	http://www.apta.com		
	Stefaan Vande Walle; Therese Steenberghen	2006	Space and time related determinants of public tran	Artigo - Transportation Research Part A, v. 40, issue 2, fev., p. 151-162.	www.elsevier.com/locate/tra		com arquivo

TIPO	AUTOR	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
	Todd Litman	2006	Smart Transportation Investments II: Reevaluating The Role Of Public Transit For Improving Urban Transportation	Artigo -Victoria Transport Policy Institute	http://www.vtpi.org/cong_reliefll.pdf		com arquivo
	Stefaan Vande Walle, and Therese Steenberghen	2006	Space and time related determinants of public transport use in trip chains	Artigo- Transportation Research Part A: Policy and Practice Volume 40, Issue 2, February 2006, Pages 151-162	http://www.sciencedirect.com/science?_ob=ArticleURL&_udi=B6VG7-4GHBP6D-2&_user=10&_coverDate=02%2F28%2F2006&_alid=858082240&_rdoc=69&_fmt=high&_orig=search&_cdi=6031&_docanchor=&view=c&_ct=207&_acct=C000050221&_version=1&_urlVersion=0&_userid=10&md5=ac62b8efac83c845e3aeab4f93200e38	This research aims at gaining a better understanding about time and space related determinants, which are generally acknowledged to be important factors in the choice of transport mode. The effect of trip chaining is taken into account to improve the insight in the relation between the choice of transport mode and time factors. The data source is the first large scale Belgian mobility survey, carried out in 1998–1999, complemented with a newly created database, containing for each trip a calculated public transport trip. This allows comparing for each trip the actual travel time with the calculated travel time by public transport. Using elasticities and regression techniques the relation between travel time components and public transport use is quantified. On trip level, a clear relation is found between waiting and walking time and public transport use. (...)	sem arquivo
Metrô	Özgür Yalçinkaya, a, and G. Mirac Bayhana,	2006	Modelling and optimization of average travel time for a metro line by simulation and response surface methodology	Artigo - Department of Industrial Engineering, Dokuz Eylul University, 35100 Bornova-Izmir, Turke	http://www.sciencedirect.com/science?_ob=ArticleURL&_udi=B6VCT-4S21TKY-H&_user=10&_coverDate=07%2F01%2F2009&_alid=859109375&_rdoc=3&_fmt=high&_orig=search&_cdi=5963&_sort=d&_docanchor=&view=c&_ct=3601&_acct=C000050221&_version=1&_urlVersion=0&_userid=10&md5=e7a6b021335f68442141b46c30fb2525	This research presents a modelling and solution approach based on discrete-event simulation and response surface methodology for dealing with average passenger travel time optimization problem inherent to the metro planning process. The objective is to find the headways optimizing passenger average travel time with a satisfactory rate of carriage fullness. Due to some physical constraints, traffic safety and legal requirements, vehicle speeds cannot be raised any further to decrease travel time. But travel time can be optimized by arranging headways (i.e. the time period between the departure times of two consecutive transportation vehicles) in a timetable. (...)	sem arquivo

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	Ofyar Z. TAMIN and Ade SJAFRUDDIN	2003	PUBLIC TRANSPORT DEMAND ESTIMATION BY CALIBRATING THE COMBINED TRIP DISTRIBUTION-MODE CHOICE (TDMC) MODEL FROM PASSENGER COUNTS: A CASE STUDY IN BANDUNG, INDONESIA	Artigo -Proceedings of the Eastern Asia Society for Transportation Studies, Vol.4, October, 2003	http://www.easts.info/2003proceedings/papers/0648.pdf	The paper discusses the development of methods and techniques for modelling the public transport demand using low-cost and easily-available traffic (passenger) count information and other simple zonal-planning data. The paper will report on a family of aggregate model combined with a family of mode choice logit model which can be calibrated from traffic (passenger) counts and other low-cost data. The model examined was the Gravity (GR) model combined with the Multi-Nomial-Logit (MNL) model. Non-Linear-Least-Squares (NLLS) and Maximum-Likelihood estimation methods were used to calibrate the parameter of the combined model. The combined TDMC model and the calibration method have been implemented into a micro-computer package capable of dealing with the study area consisting of up to 300 zones, 3000 links and 6000 nodes. (...)	com arquivo
	Halcrow Fox	2000	Department for International Development - Review of Urban Public Transport Competition Draft Final Report		www.halcrow.com		com arquivo
	Professor David Levinson	1996	The Pac-Man Theory of Mode Choice: Drive Alone Eats All Other Modes	Artigo - Urban Travel Demand: A Behavioral Analysis by Tom Domencich and Daniel L. McFadden North-Holland Publishing Co., 1975.	http://nexus.umn.edu/Courses/ce3201/CE3201-L1-05.pdf	Objective of Mode Choice <ul style="list-style-type: none"> • AGGREGATE: Estimate the number of trips from each zone to each zone by purpose that take mode m. • DISAGGREGATE: Estimate the probability that a particular trip (purpose, time, zone-zone) by a specific individual will take mode m. • Typically forecasters use a "discrete choice" model, that predicts distinct (or discrete or qualitative) choices (bus vs. car) rather than continuous ones (3.4 trips vs. 3.6). • Logit is the most popular version of mode choice model. 	com arquivo
ônibus	Fijal, Alan R.	1989	Trip generation at neighborhood shopping centers with frequent bus service / by Alan R. Fijal.	Artigo -Chicago, Ill. : Chicago Area Transportation Study, [1989].	http://www.chipublib.org/search/details/cn/1691397		sem arquivo