

# lte Trip Generation Spreadsheet

California Smart-growth Trip Generation Rates Study Enhancing Internal Trip Capture Estimation for Mixed-use Developments An Examination of Trip Generation and Travel Rate Indices for Alabama Microcomputers in Transportation Urban Design, Transportation, Environment and Urban Growth Access Traditional Neighborhood Development Trip Generation Study Research Methods in Urban and Regional Planning Statewide Travel Forecasting Models Cost-benefit Analysis and Evolutionary Computing Compendium of Technical Papers Bicycle/pedestrian Trip Generation Workshop Microcomputers in Urban Planning and Management Bicycle/pedestrian Trip Generation Workshop: Summary Using GIS Based Property Tax Data for Trip Generation Sunset Area Community Planned Action Proceedings from the National Conference on Effective Planning Techniques for Small and Medium-sized Urban Areas Transportation Research Record Providing Technical Assistance in an Environment of Uncertainty Construction and Operation of an Incoming Mail Facility in Aliso Viejo Susan Handy Brian S. Bochner Michael David Anderson John Chow Carol J. Swenson Xinhao Wang Alan J. Horowitz John H. E. Taplin Institute of Transportation Engineers. Meeting Richard K. Brail M. Beltz John Sanders Miller

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trb s national cooperative highway research program nchrp report 684 enhancing internal trip capture estimation for mixed use developments explores an improved methodology to estimate how many internal trips will be generated in mixed use developments trips for which both the origin and destination are within the development the methodology estimates morning and afternoon peak period trips to and from six specific land use categories office retail restaurant residential cinema and hotel the research team analyzed existing data from prior surveys and collected new data at three mixed use development sites the resulting methodology is incorporated into a spreadsheet model which is available online for download

proceedings of the fourth international conference on microcomputers in transportation held in baltimore maryland july 22 24 1992 this collection contains 78 papers describing ways that microcomputers continue to revolutionize the productivity and creativity of transportation professionals and lead to improvements in transportation planning design and management processes papers describe microcomputer applications in transportation planning traffic impact analysis traffic engineering highway and transit facility design geographic information systems accident analysis economic analysis information management project management and computer tools topics include geographic information systems transportation planning traffic and transit operations transport facility design and management and computer resources development and application this collection serves as a reference for new microcomputer applications in the field since it focuses on the actual experience of professionals solving real world transportation problems

this report summarizes the development and utilization of enhancements to the regional transportation model to measure the individual and accumulative impacts of transit supportive urban design strategies the report has three main sections 1 urban design analysis of four transit supportive development proposals 2 development of model enhancements in the form of a subarea model and 3 use of the subarea model to analyze a subregional transit supportive growth scenario the urban design analysis demonstrated that transit supportive development principles are adaptable to suburban settings and that use of the principles does improve land

use mixes and walkability it also confirmed that guidelines for transit supportive development can be used to create a network of suburban sites that meets city and regional goals the subarea transportation model proved sufficiently sensitive to detect changes in tripmaking patterns at the site and subregional scales two types of tripmaking contributed to these changes short distance trips between transit supportive developments and walk or bicycle trips within developments results from the subregional analyses most clearly demonstrated the benefits of transit supportive development strategies at the subregional scale the model tracked travel interactions between transit supportive development sites which revealed the accumulative benefits if the entire region were modeled accordingly it is expected that benefit indicators would show even greater improvements

urban and regional planners develop and evaluate plans for communities the places we live work interact and entertain on a daily basis their responsibilities require skills of retrieving analyzing and presenting data one of the required courses in all planning programs is planning methods while teaching such a course we feel the need for a text book that provides an up to date introduction to the fundamental methods related to planning and human services delivery in specific this book describes methods used in four areas demographic analysis economic analysis land use analysis and transportation analysis many people have been helpful and supportive throughout this endeavor up front are our families who understood and supported us during the period andrea yang rainer s wife and also a planner edited various chapters david edelman and wolfgang preiser provided suggestions for the content of this book and excellent insights and guidance whenever we asked for we are grateful for the release time that david edelman the school director gave us on behalf of the entire school of planning faculty we would like to thank dr stefan rayer dr chen ping yang and dr zhongren peng who took time from their busy schedule to review various chapters dr rayman mohamed used some preliminary chapters in his planning methods class and gave us valuable feedback their comments and suggestions significantly improved the book

trb s national cooperative highway research program nchrp synthesis 358 statewide travel forecasting models examines statewide travel forecasting models designed to address planning needs and provide forecasts for statewide transportation including passenger vehicle and freight movements the report explores the types and purposes of models being used integration of state

and urban models data requirements computer needs resources including time funding training and staff limitations and overall benefits the report includes five case studies two that focus on passenger components two on freight components and one on both passenger and freight

demonstrating the application of evolutionary computing techniques to an exceptionally complex problem in the real business world cost benefit analysis and evolutionary computing will be of great value to academics and those practitioners and researchers interested in addressing the classic issue of evaluating road expansion and maintenance programs book jacket

in november 1996 the federal highway administration fhwa sponsored a trip generation workshop in washington dc many leading non motorized modelers came to exchange insights on the state of the practice for non motorized transportation modeling for example bruce landis of sprinkle consulting engineers discussed their latent demand score model it estimates the probability of bicycle travel on individual road segments based on their proximity to and extent of adjacent trip generators and attractors the workshop participants identified needs such as data collection enhancing and updating existing data and planning at the system wide corridor and project levels

this study examined the feasibility of just one approach to coordinating transportation and land use planning the lack of such coordination in the united states has been the subject of much criticism in rural areas the locality usually controls land development decisions whereas the state generally controls transportation decisions in virginia botetourt county and the virginia department of transportation vdot initiated a pilot planning process to coordinate transportation and land use planning in that process vdot personnel served as staff for the county which was the client the immediate goal of this effort was a scenarios analysis botetourt specified potential zoning scenarios for consideration and vdot estimated the likely impacts of each scenario on the immediate transportation network botetourt benefited from this relationship by having access to engineering staff who can provide a quantitative analysis of delay at key intersections and vdot benefited by helping to ensure that botetourt had the opportunity to consider the transportation impacts in its zoning decisions to support this scenarios development three additional deliverables were developed a data element protocol an action plan and a template for replicating this process with other virginia counties seven steps comprise this template 1 define a problem statement quickly imperfectly and iteratively 2 use quick updates to resolve shortcomings 3

maintain momentum 4 keep everyone updated equally 5 recognize that the county is the client 6 dedicate staff and 7 end the process with a tangible deliverable details of how these steps were accomplished are provided to facilitate the transfer of these lessons to other counties and vdot

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