Ite Trip Generation Spreadsheet

The purpose of this research project is to evaluate the accuracy of industry accepted vehicle trip generation methods for smart growth developments in the Sacramento Region. An existing smart growth development located at the intersection of 65th Street and Folsom Boulevard in Sacramento was chosen as the subject development. Estimates of generated vehicle trips for the daily, A.M. peak hour, and P.M. peak hour time periods were calculated using the Institute of Transportation Engineers (ITE) Multi-Use Trip Generation Method and the San Diego Association of Governments (SANDAG) Trip Generation for Smart Growth Method. The results were compared to observed vehicle trips at the subject development. The observed vehicle trips at the development were counted using automatic vehicle counters (pneumatic tubes) at each of the two driveways that provide ingress/egress to the development over a 24-hour period. The vehicle trip generation estimates were calculated using the direction provided by the Institute of Transportation Engineers and the San Diego Association of Governments. The inputs required to complete the calculations were obtained by contacting local government agencies and the owners and operators of the development. The required data included Geographical Information System (GIS) files to estimate employment and transit, which were provided by the Sacramento Area Council of Governments (SACOG) and Sacramento Regional Transit (RT). United States Census information was available online, and land use characteristics were provided by the owners and operators of the development. In the A.M. peak hour, the 516 vehicle trips estimated using the ITE Multi-Use Method was 108% of the 479 observed vehicle trips. The 322 vehicle trips the SANDAG Trip Generation for Smart Growth Method estimated in the A.M. peak hour was 67% of the 479 observed vehicle trips. In the P.M. peak hour, the 361 vehicle trips the ITE Multi-Use Method estimated was 42% of the 853 observed vehicle trips. The 472 vehicle trips estimated using the SANDAG Trip Generation for Smart Growth Method was 55% of the 853 observed vehicle trips. In the daily time period, the 6,250 vehicle trips the ITE Multi-Use Method estimated was 125% of the 4,976 observed vehicle trips. The 6,189 vehicle trips estimated using the SANDAG Trip Generation for Smart Growth Method was 124% of the 4,976 observed trips. The SANDAG Trip Generation for Smart Growth Method requires significantly more effort to produce vehicle trip generation results compared to the ITE Multi-Use Method. The SANDAG Trip Generation for Smart Growth Method requires research and analysis to identify the inputs its spreadsheet tool uses to calculate vehicle trip reductions for smart growth developments, which include using the U.S. Census, GIS software which is not readily available to all users to perform the analysis, and detailed and sophisticated analysis of travel analysis zones and regional transit travel times. The ITE Multi-Use Method is based on an initial calculation of vehicle trips and two easily obtained internal capture rate tables provided in the ITE Trip Generation Handbook.

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.

"Fundamentals of Transportation Engineering: A Multimodal Systems Approach" is intended for the first course in Transportation Engineering. Combining topics that are essential in an introductory course with information that is of interest to those who want to know why certain things in transportation are the way they re, the text places a strong emphasis on the relationship between the phases of a transportation project. The text familiarizes students with the standard terminology and resources involved in transportation engineering, provides realistic scenarios for students to analyze. and offers numerous examples designed to develop problem-solving skills. Features: Non-automobile modes addressed extensively: Public transit, air transportation, and freight modes. Purposeful, but flexible sequence of topics. Ongoing case study of a single region called "Mythaca," which shows students the interconnections between many transportation issues. Chapter opening scenarios: Each chapter begins with a scenario designed to orient students to a transportation problem that might confront a transportation engineer. Scenarios, examples, and homework problems based on the extensive experience of the authors. Traditional, standard transportation engineering combined with the needs of future transportation engineering. Special Discussion Boxes: "Think About It" boxes provide students with highlighted topics and concepts to reinforce material.

Chinese edition of Jimmy Corrigan: The Smartest Kid on Earth. In Traditional Chinese. Distributed by Tsai Fong Books, Inc.

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.

????:Fundamentals of traffic engineering

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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.

"The Traffic Engineering Handbook is a comprehensive practice-oriented reference that presents the fundamental concepts of traffic engineering, commensurate with the state of the practice"--

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