

CMAP's Advanced Travel Model Cadre

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CATMUG

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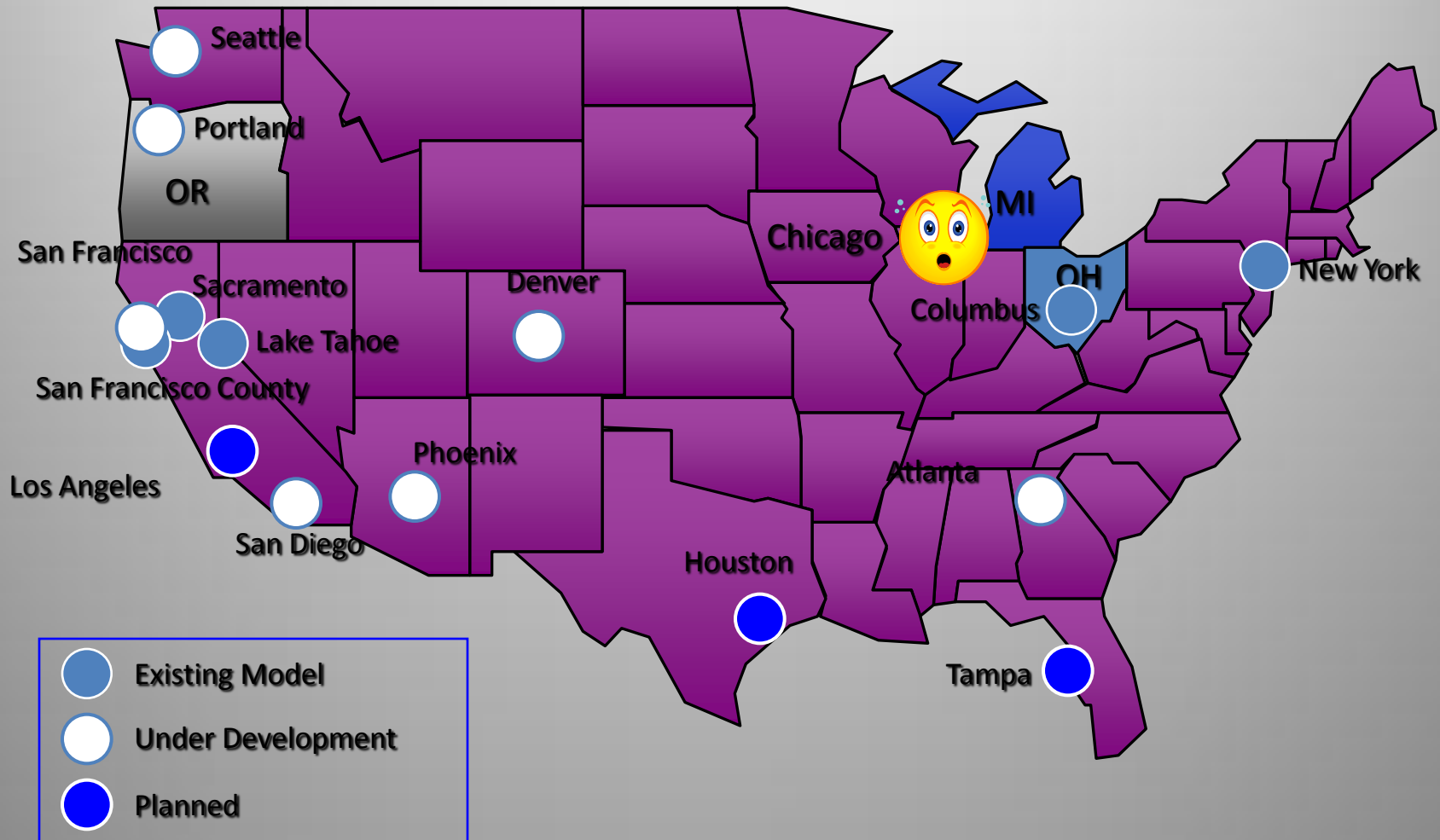
Activity-Based Model Application

The Main Difference

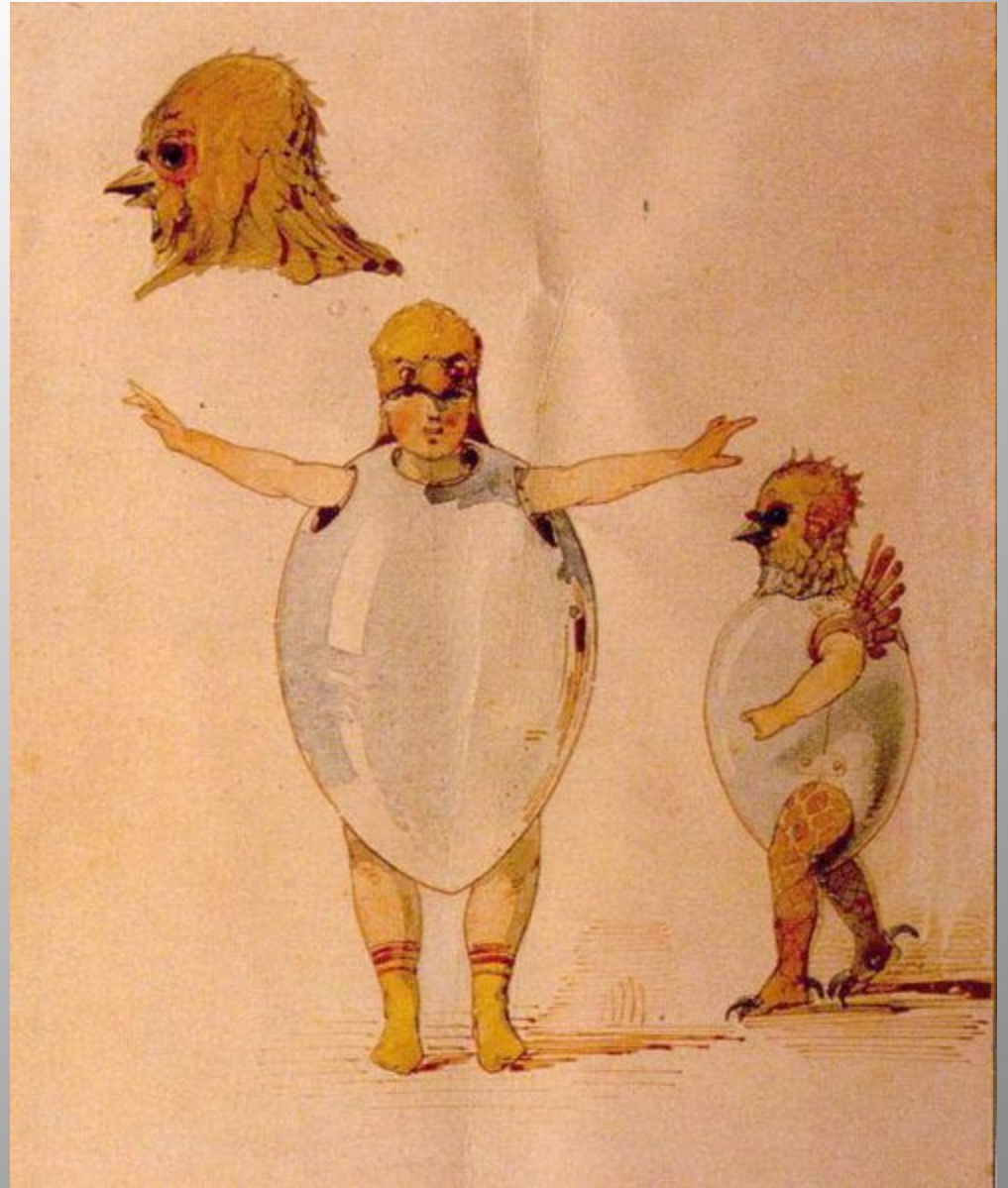
...and Advantage

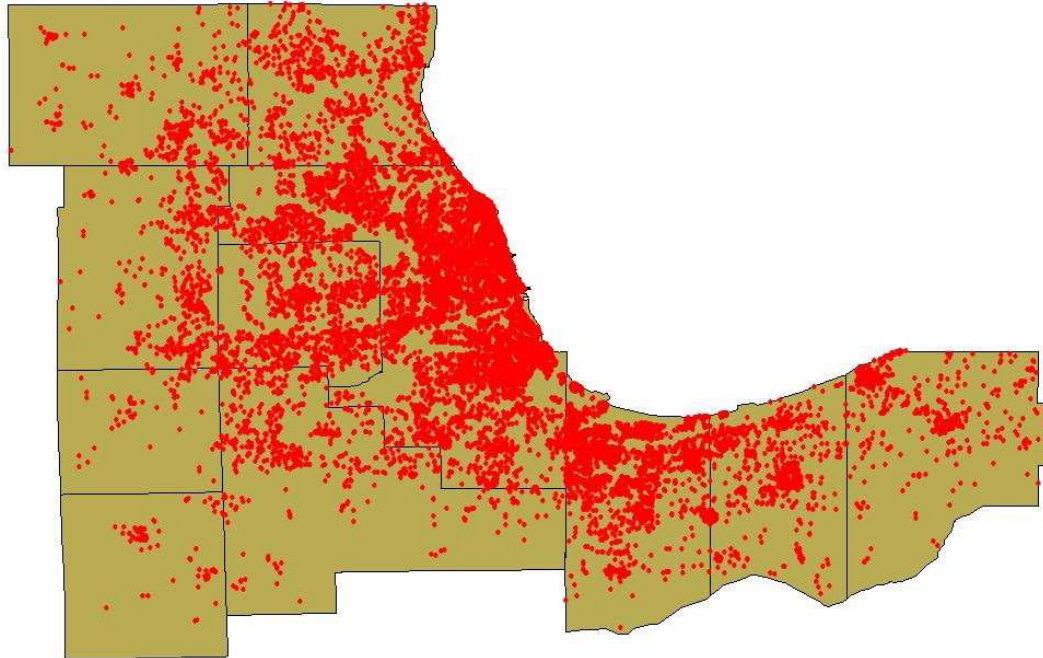
Modern activity-based models are applied by simulating each person individually, estimating their activities, locations, sequencing, and travel between activities.

U.S. Activity-Based Models



Survey or Model first?





2007 Travel Tracker Survey

Priced Route – Peak Period	Priced Route – Other Periods	Free Route – Peak Period	Free Route – Other Periods	Public Transit
Travel between 6 AM and 9 AM	Travel before 6 AM or after 9 AM	Travel between 6 AM and 9 AM	Travel before 6 AM or after 9 AM	Travel at any time of day
Fuel cost and parking are the same as now	Fuel cost and parking are the same as now	Fuel cost and parking are the same as now	Fuel cost and parking are the same as now	The service runs every 30 minutes
The toll charge is \$3.00	The toll charge is \$1.00	No toll charge	No toll charge	The one-way fare is \$1.50
		The usual travel time is 45 minutes	The usual travel time is 45 minutes	The usual travel time is 55 minutes - 10 walk to stop - 5 wait at stop - 35 ride in bus - 5 walk from stop
		One out of 10 times, the travel time is 40 min or longer	One out of 10 times, the travel time is 45 min or longer	One out of 10 times, the travel time is 70 min or longer



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PHASE 1 QUESTIONNAIRE

This questionnaire begins the survey process by asking about your household in general, the people in your household, and information about your typical travel in the Chicago region. Be sure to provide the phone number where we can best reach you to complete the interview and schedule your travel day.

Please complete and mail back the questionnaire, or call us toll-free (877-261-4621) to provide the information, or enter the information online at the web address provided in the enclosed letter and on the label below.

QUESTIONS BEGIN ON THE OTHER SIDE →

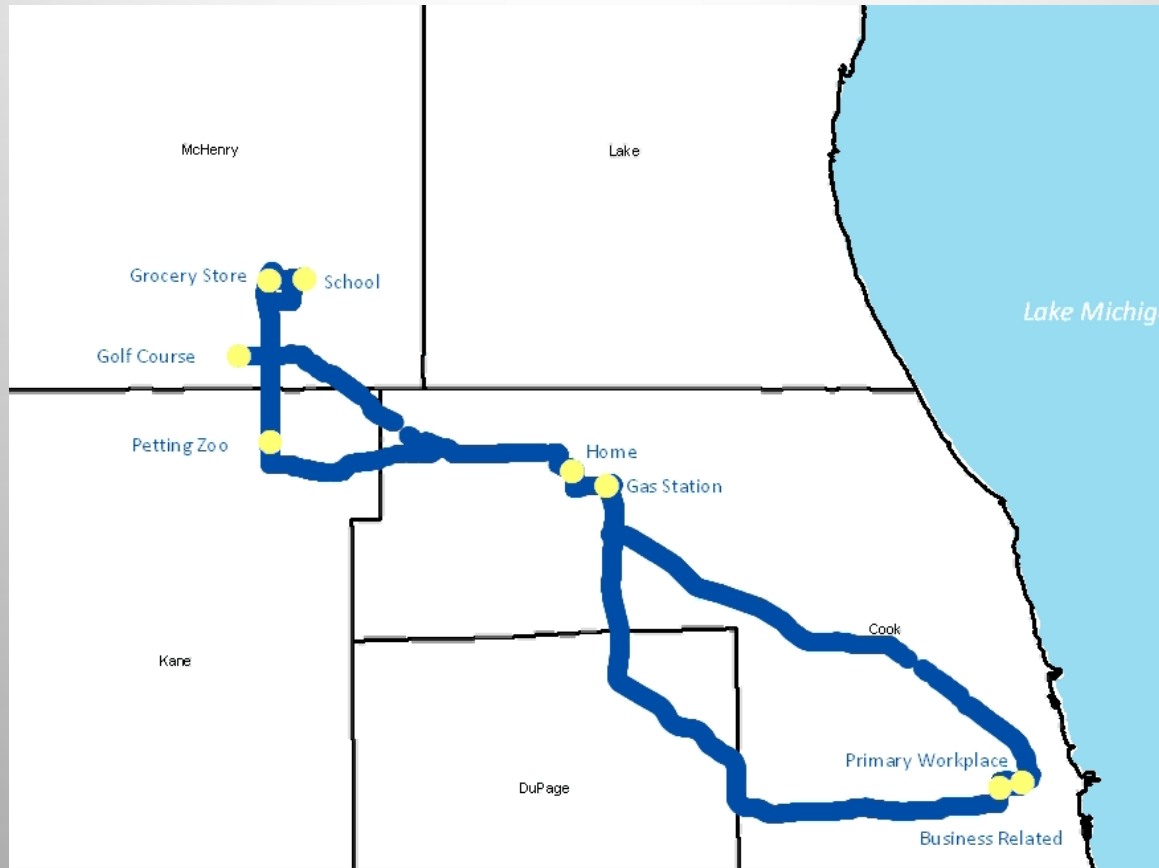
THANK YOU!

Your participation will help make a difference for the future of transportation in the greater Chicago region.

Survey requirements of advanced models

- Revealed Preference
- Stated Preference
- Real Time movements

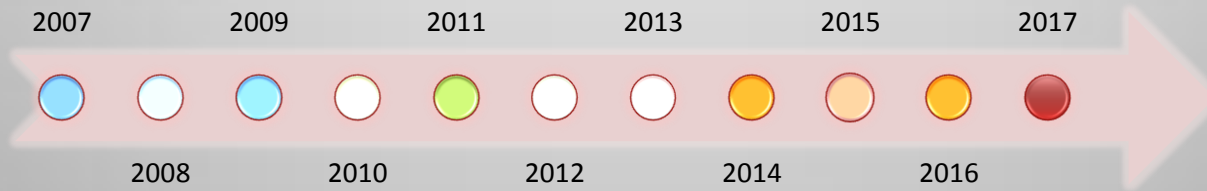




GPS Trace



GPS AUTO TRIPS.avi



CMAP Survey Program: Snapshot vs. ongoing

Trip generation model - CMAPWiki

CMAP WIKI

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Trip generation model

Trip Generation is the first of the traditional four steps in travel demand estimation. CMAP's current trip generation model was originally written by Ron Eash in the mid-1990s and then revised around 2003 for PE's work on the Prairie Parkway project. Ron, under contract with CMAP, has again updated the trip generation model using data from the [2007 Travel Tracker Survey](#). The trip generation model development code is stored [here](#). Do not work in this directory. You should copy the code and the required data files into your own workspace before applying the model to your project.

[View Model documentation](#).

For more information, contact Kermit Wies.

Category: Modeling

Sample enumeration model - CMAPWiki

CMAP WIKI

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Sample enumeration model

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Abstract

The Sample Enumeration Model is a tool developed by Parsons Brinckerhoff which allows for the testing of various transportation policies. In essence this tool estimates changes in travel behavior among the respondents to the CMAP Travel Tracker Survey in response to a given transportation policy. Examples of such policies include reduction of transit wait times, tolling, and transit fare changes. Previously, such policies were tested with a full run of CMAP's Travel Demand Model. Doing so can tie up a staff member's computer for several hours. The Sample Enumeration Model can take as little as 2 minutes to run. The current users of this tool are Matt Stratton and Kermit Wies.

Uses of the survey so far



- + [about](#)
- + [committees](#)
- + [community assistance](#)
- + **[GO TO 2040](#)**
- + [other planning activities](#)
- + [publications](#)
- + [regional data](#)

CMAP Regional Planning: Activity Based Travel Demand Model Symposium

August 27, 2008

Introduction

[\(Symposium Agenda\)](#)

CMAP was formed in 2005 to integrate land use and transportation planning for the Chicago Region.

As part of our Strategic Vision¹ we are to "serve as the region's authoritative source for regional data collection, exchange, dissemination, analysis, evaluation, and modeling." CMAP recognizes that "robust forecasting and modeling tools are critical to scenario-based planning activities. CMAP intends to preserve its pioneering legacy in developing regional planning applications that predict the interactions of land use, the environment, and transportation. In addition, CMAP will also undertake new forecasting and modeling research to improve decision makers' understanding of how private decisions and public policy interact and determine regional development patterns."

Consistent with this vision, CMAP is conducting a one day symposium convening leading U.S. authorities in the development of "activity-based travel models" for regional planning. The proceedings of this symposium will greatly assist CMAP in preparing its ongoing model development work program.

Panelists



Stay Involved!



Symposium? Cadre?



Activity Based Models have many more moving parts