



Research Showcase

University of Delaware

Paradee Center

Dover, DE

May 12, 2016



















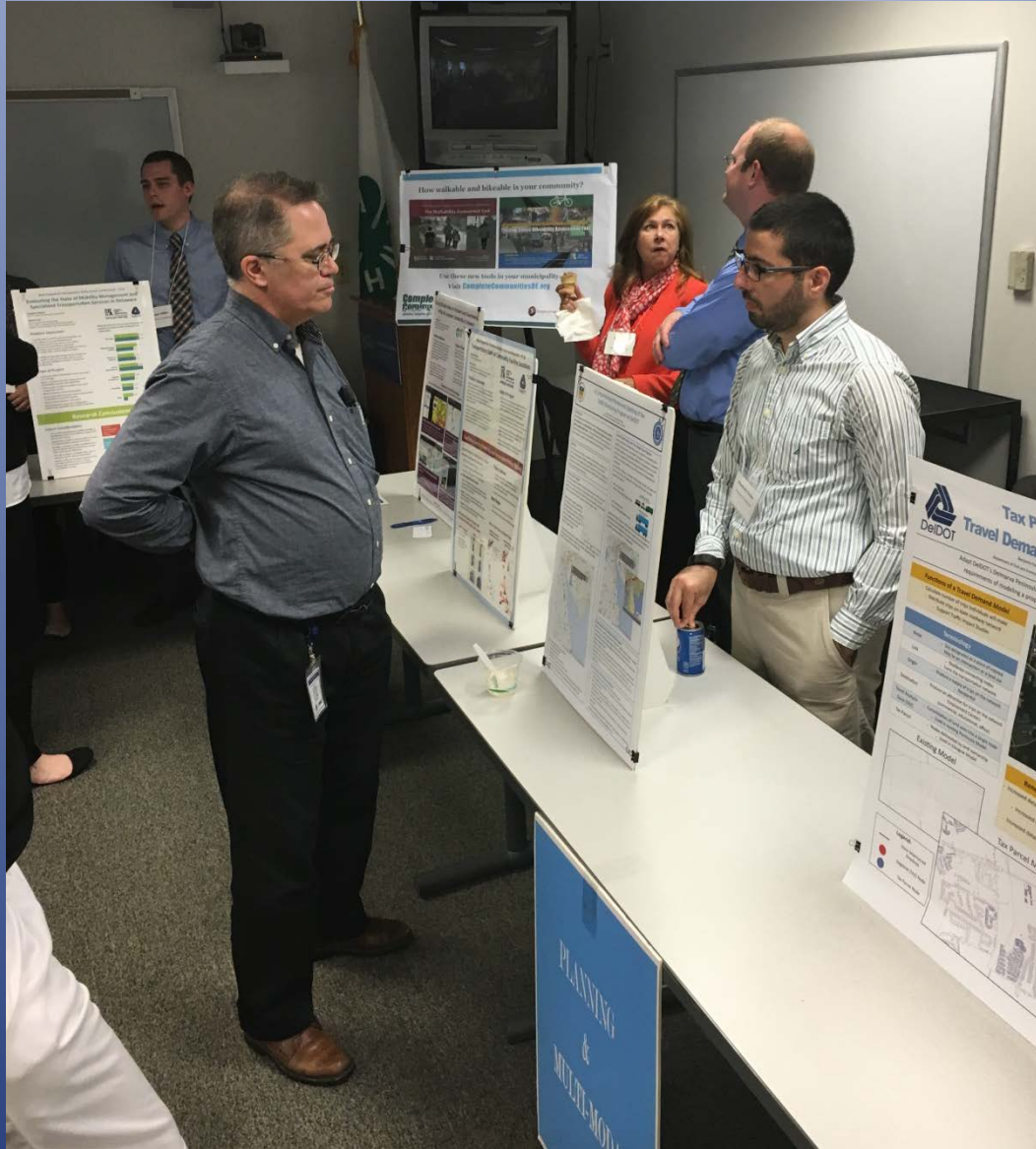


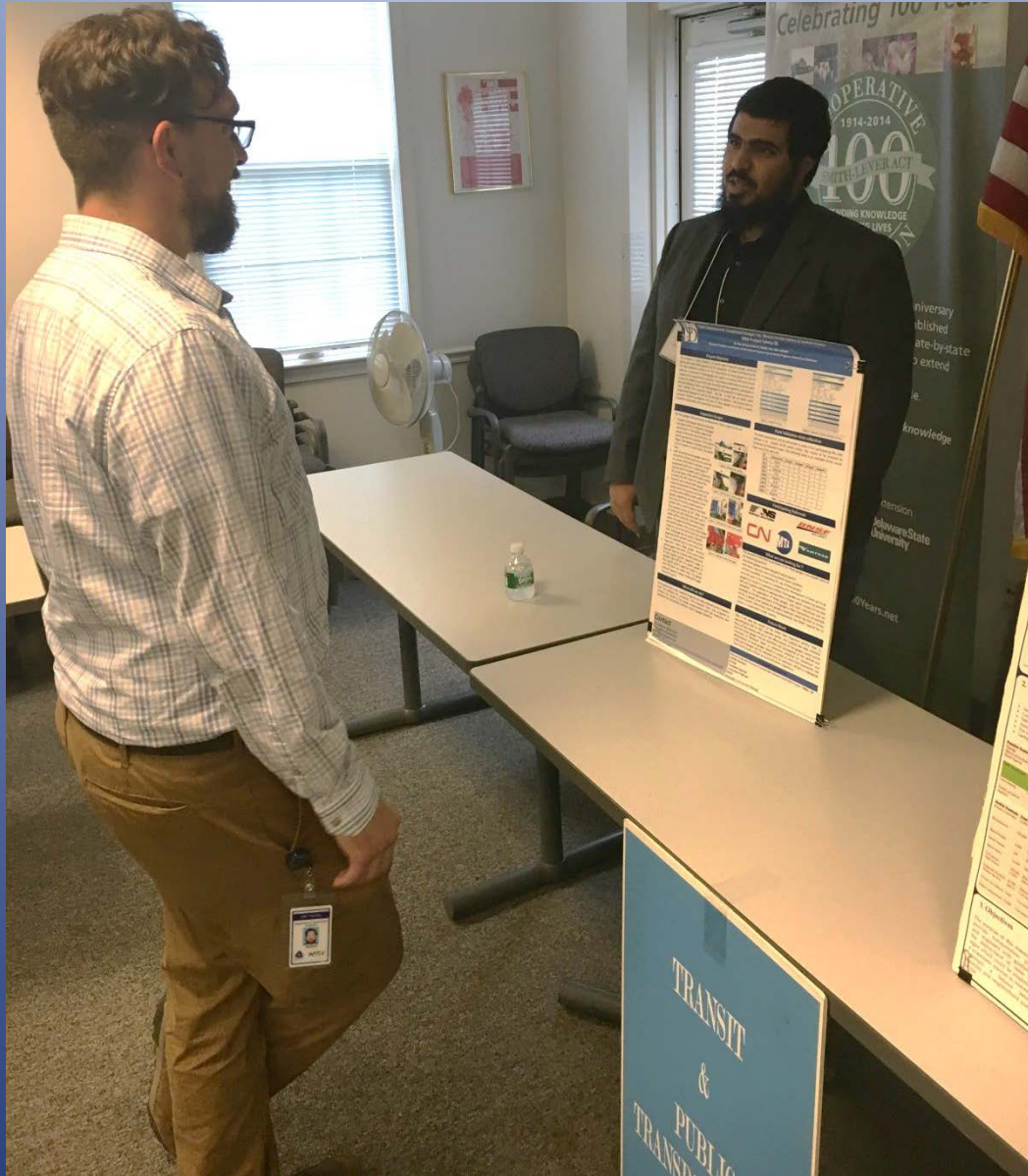




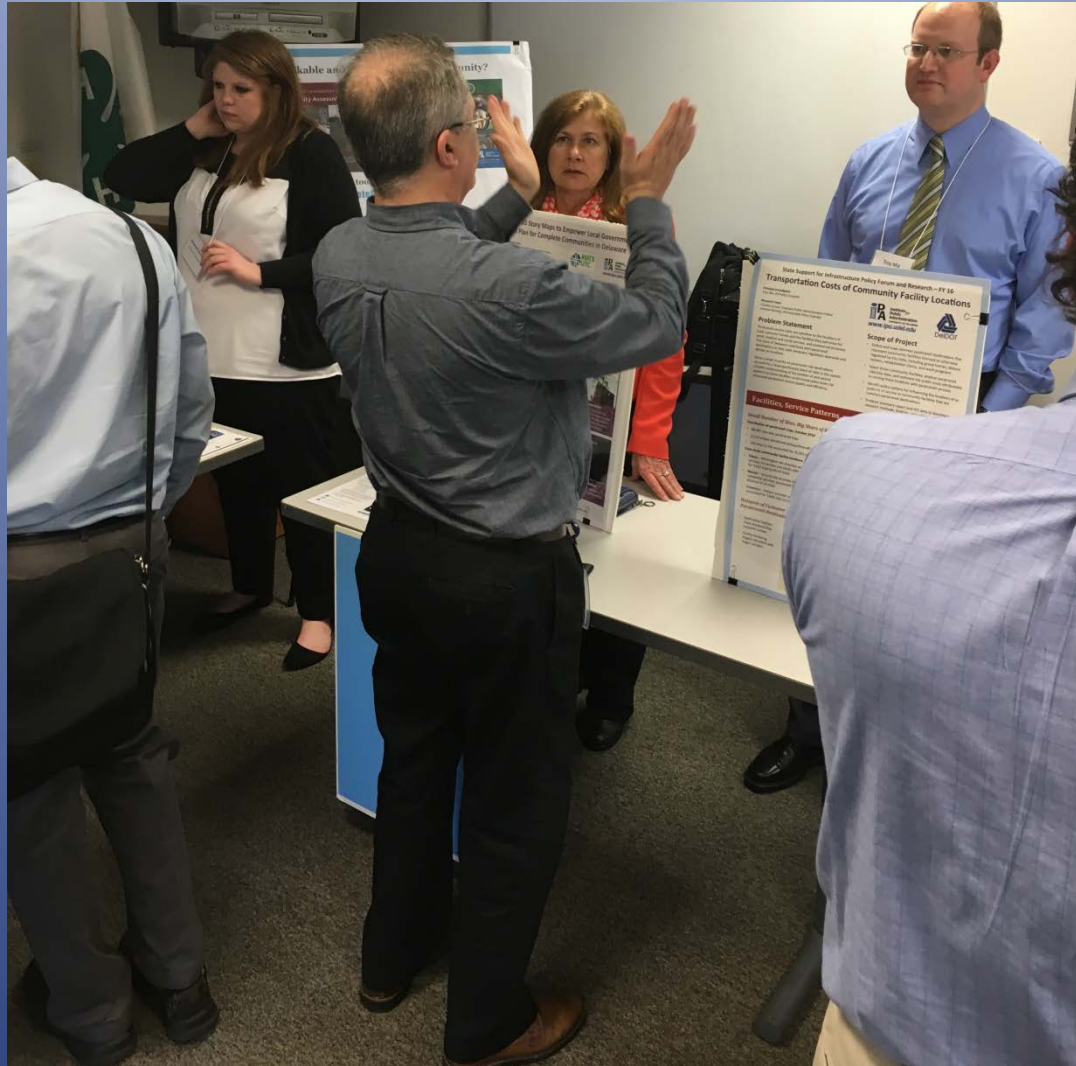




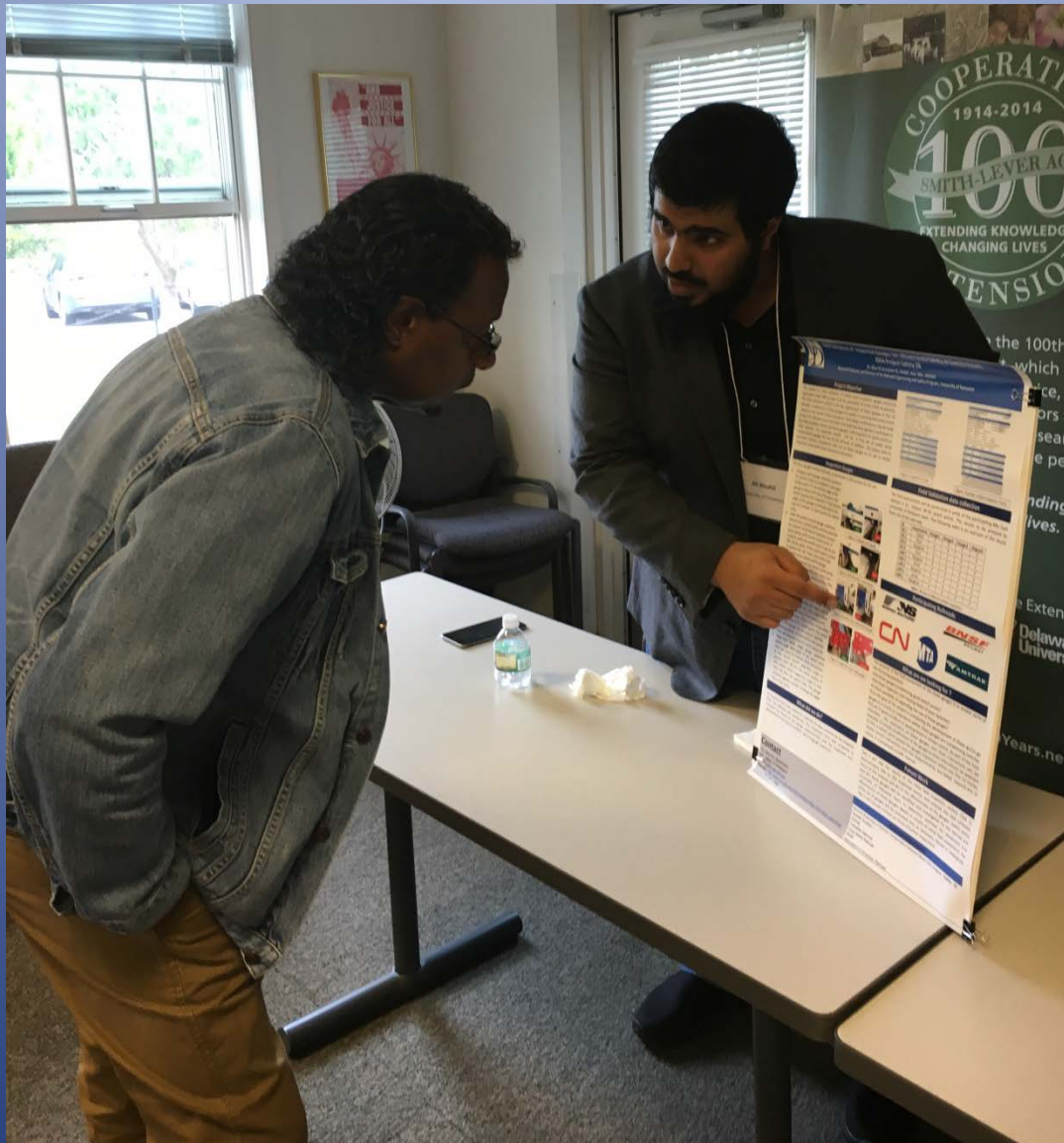


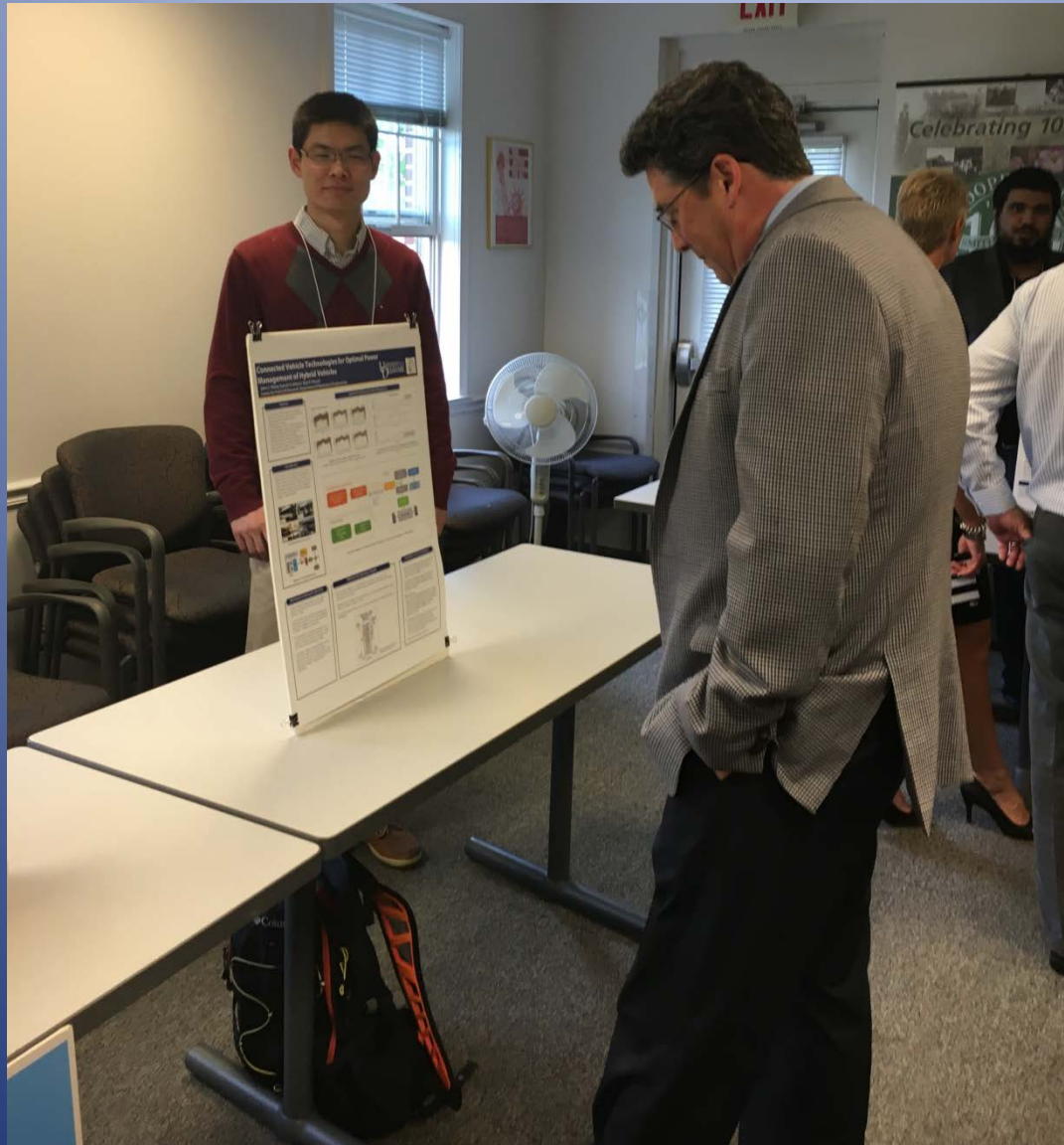




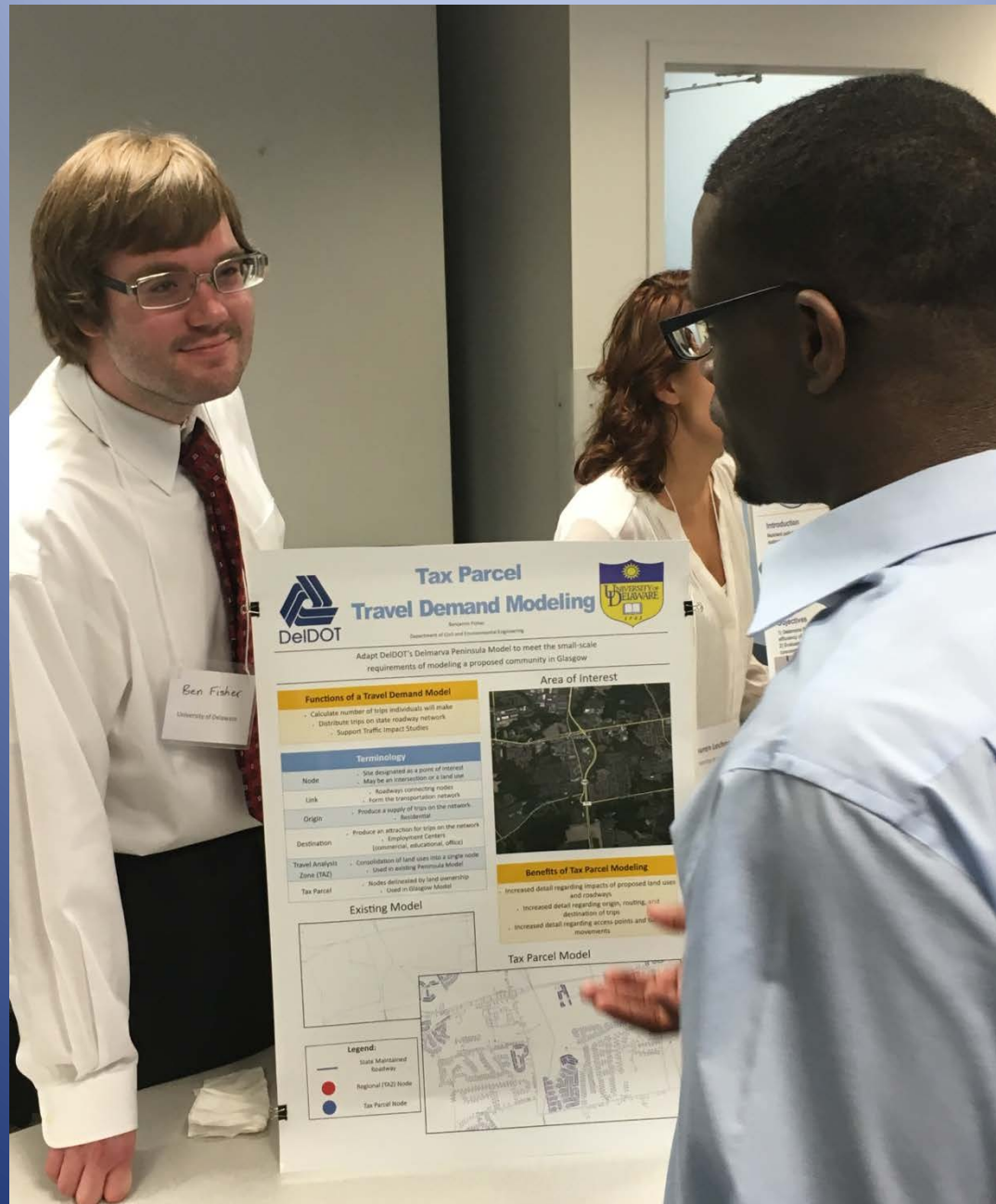












Tax Parcel Travel Demand Modeling



Adapt DelDOT's Delmarva Peninsula Model to meet the small-scale requirements of modeling a proposed community in Glasgow

Functions of a Travel Demand Model

- Calculate number of trips individuals will make
- Distribute trips on state roadway network
- Support Traffic Impact Studies

Terminology

- | | |
|------------------------|---|
| Node | Site designated as a point of interest
May be an intersection or a land use |
| Link | Highways connecting nodes
Form the transportation network |
| Origin | Produce a supply of trips on the network
Residential |
| Destination | Produce an attraction for trips on the network
Employment Centers
(Commercial, educational, office) |
| Travel Analysis | Consolidation of land uses into a single node
Used in existing Peninsula Model |
| Zone (TAZ) | Nodes designated by land ownership
Used in Glasgow Model |
| Tax Parcel | |

Existing Model



Legend:

- State Maintained Roadway
- Regional (TAZ) Node
- Tax Parcel Node

Area of Interest

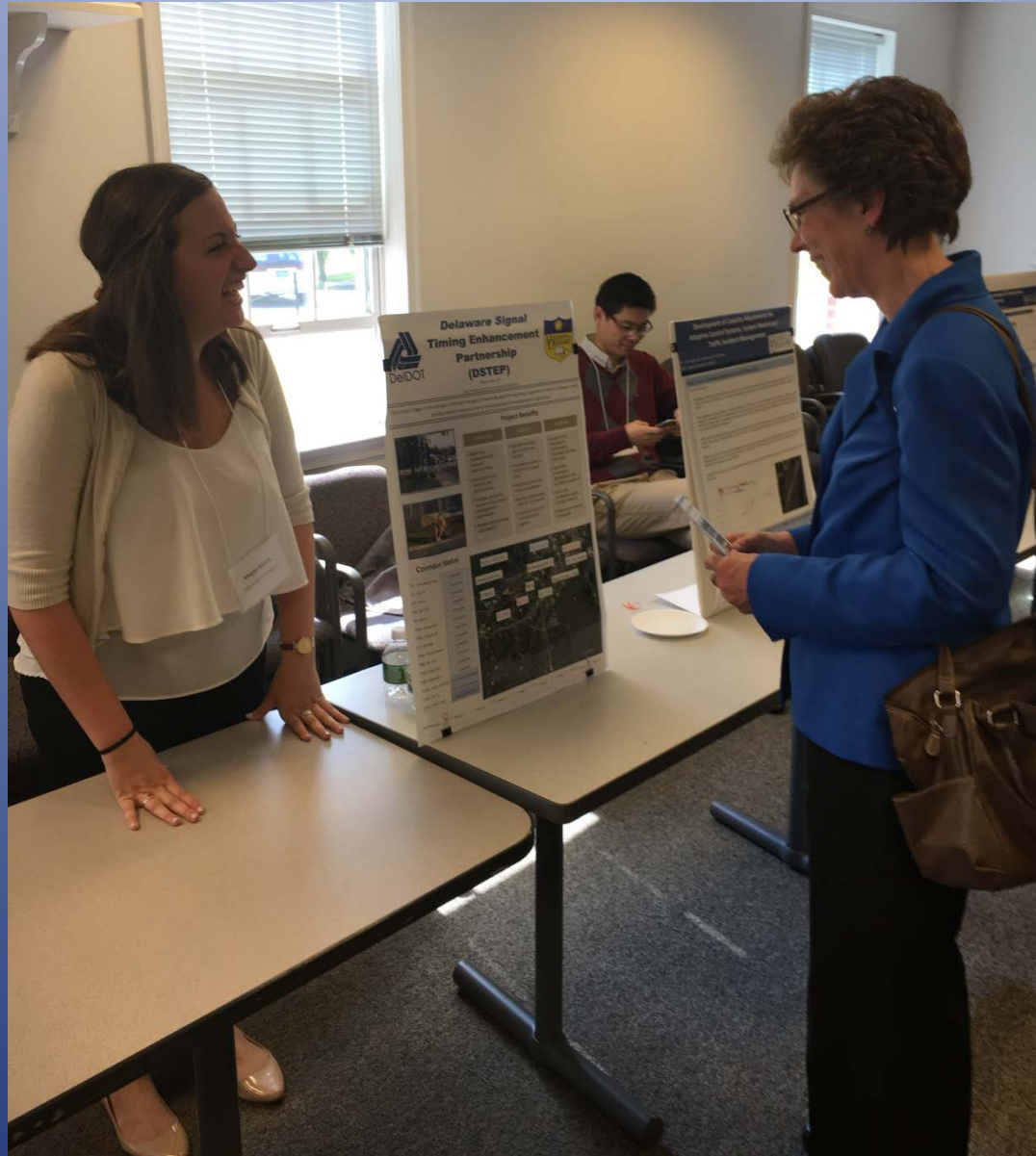


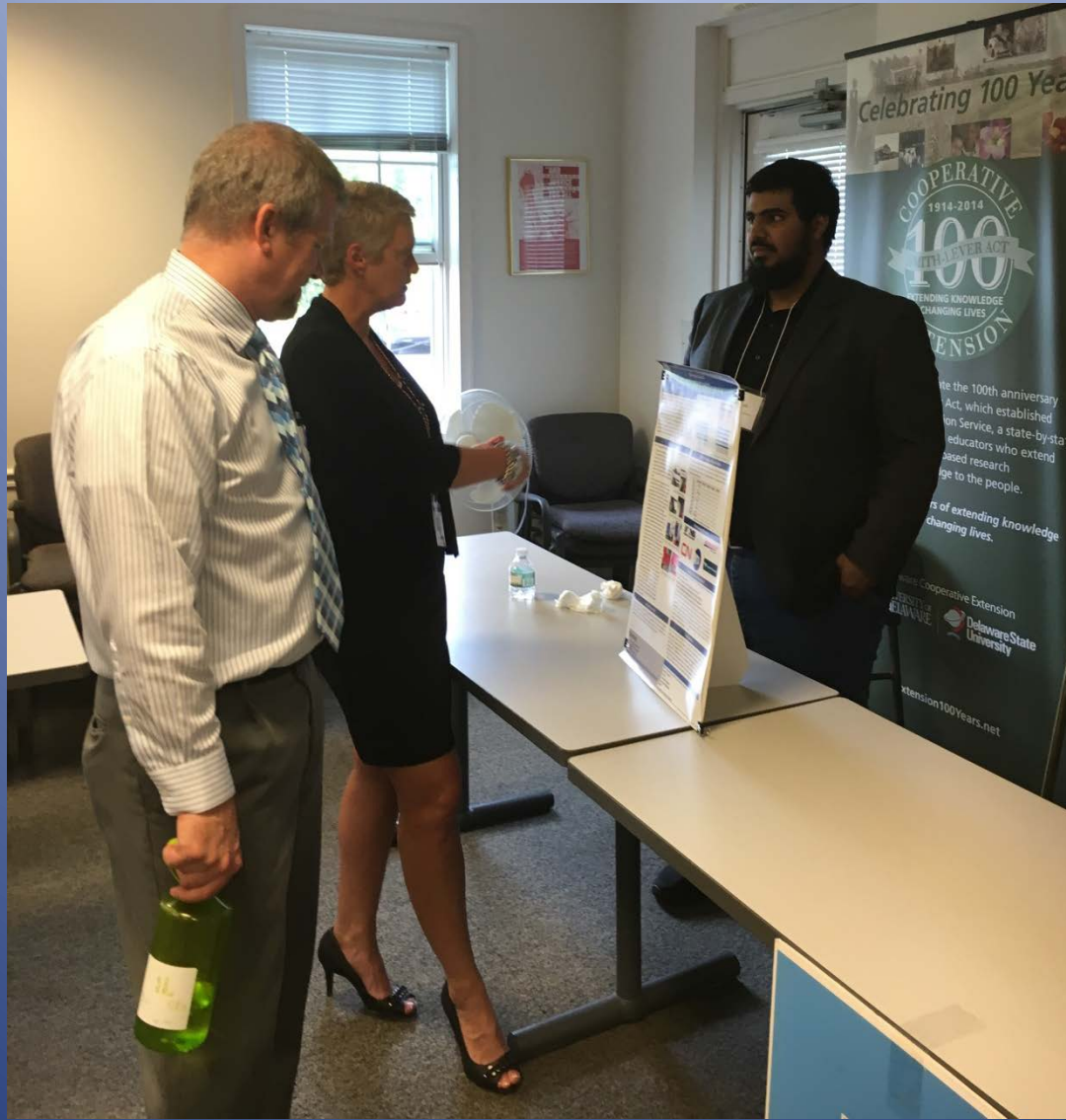
Benefits of Tax Parcel Modeling

- Increased detail regarding impacts of proposed land uses and roadways
- Increased detail regarding origin, routing, and destination of trips
- Increased detail regarding access points and movements

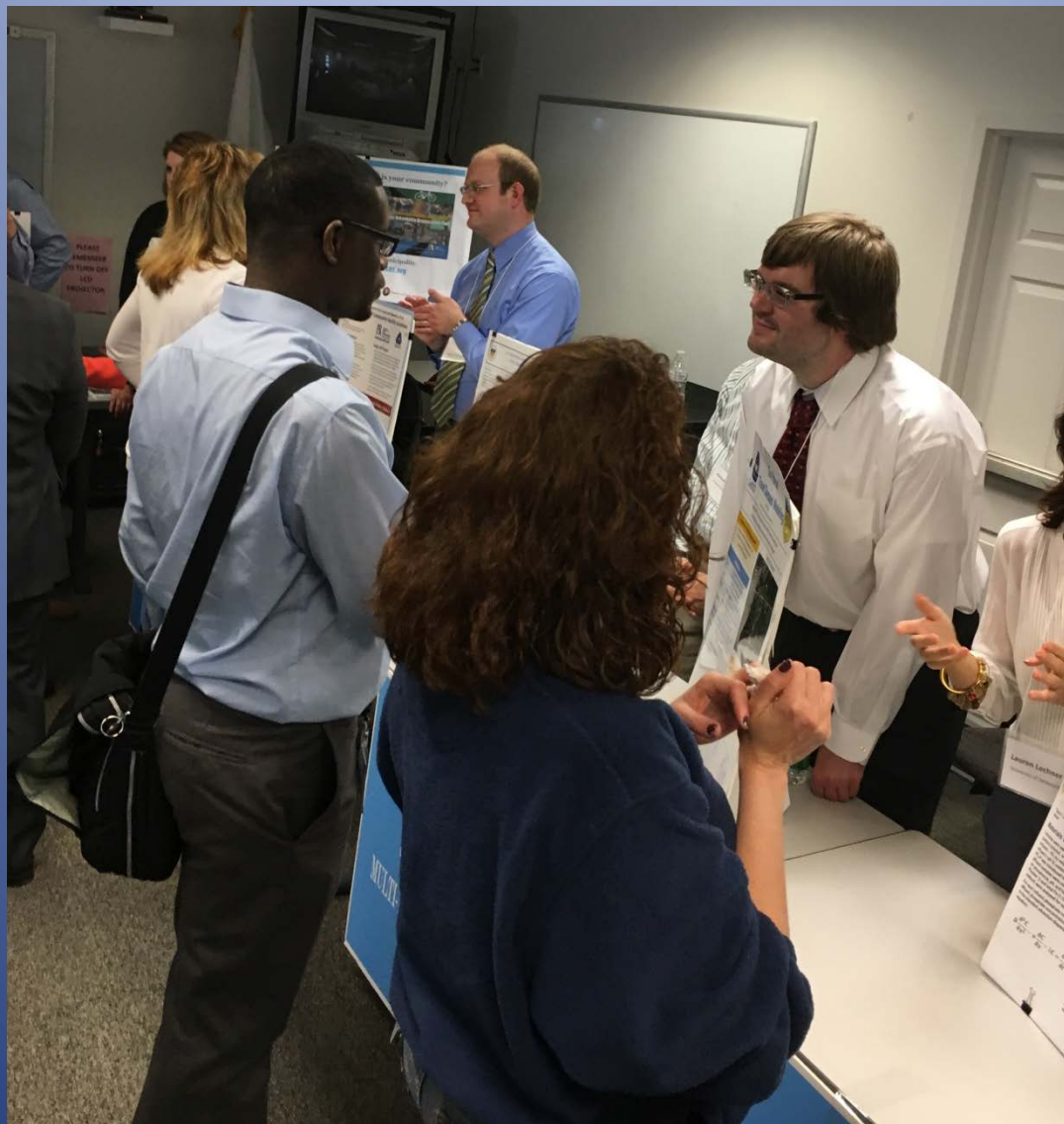
Tax Parcel Model

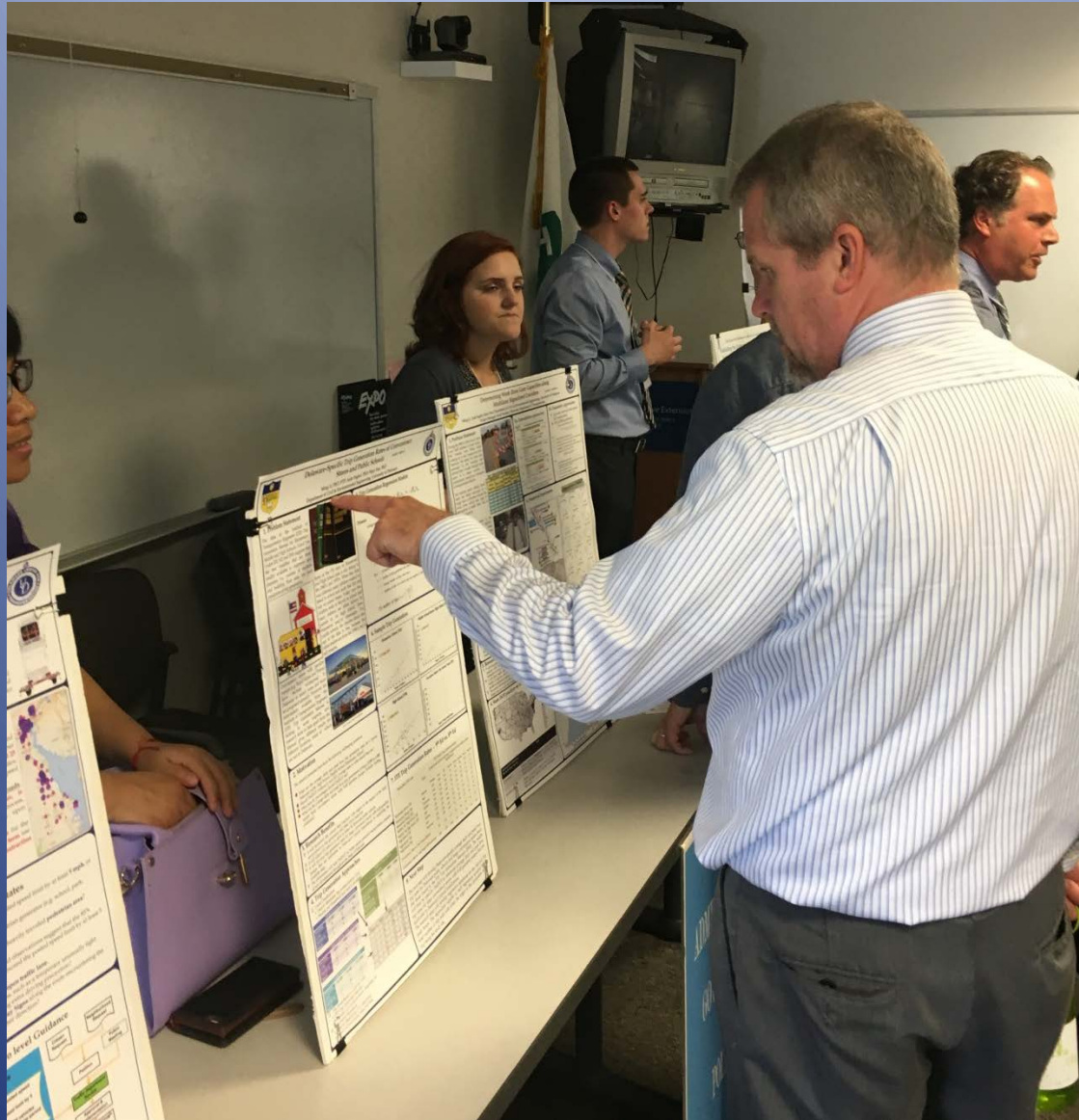


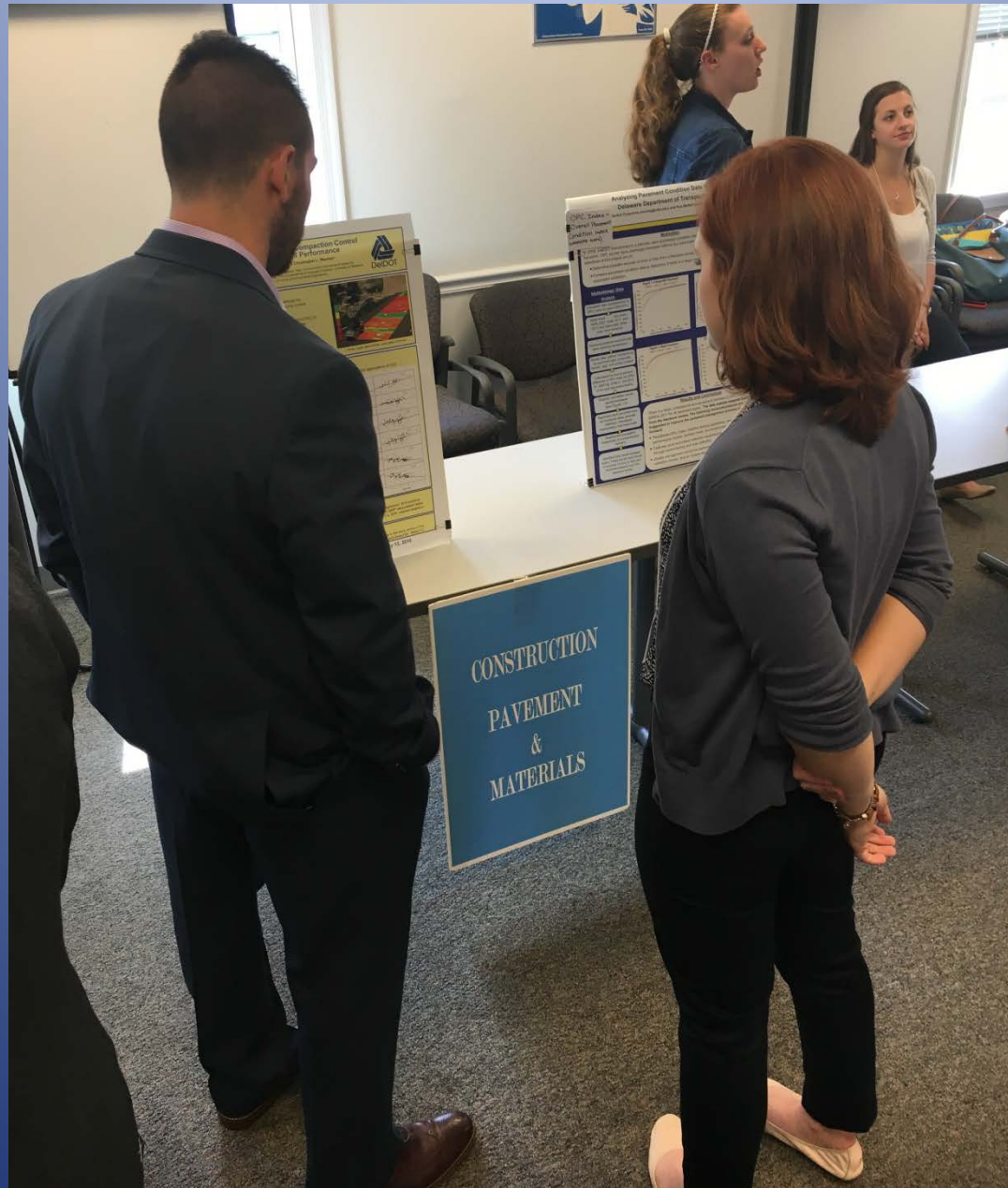


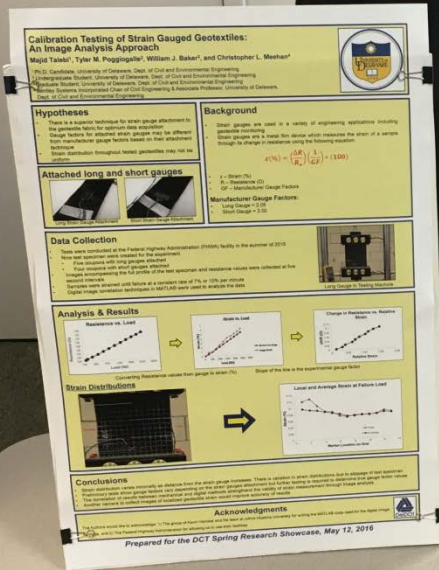




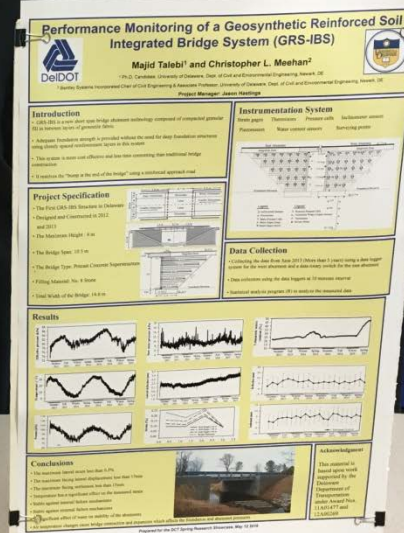


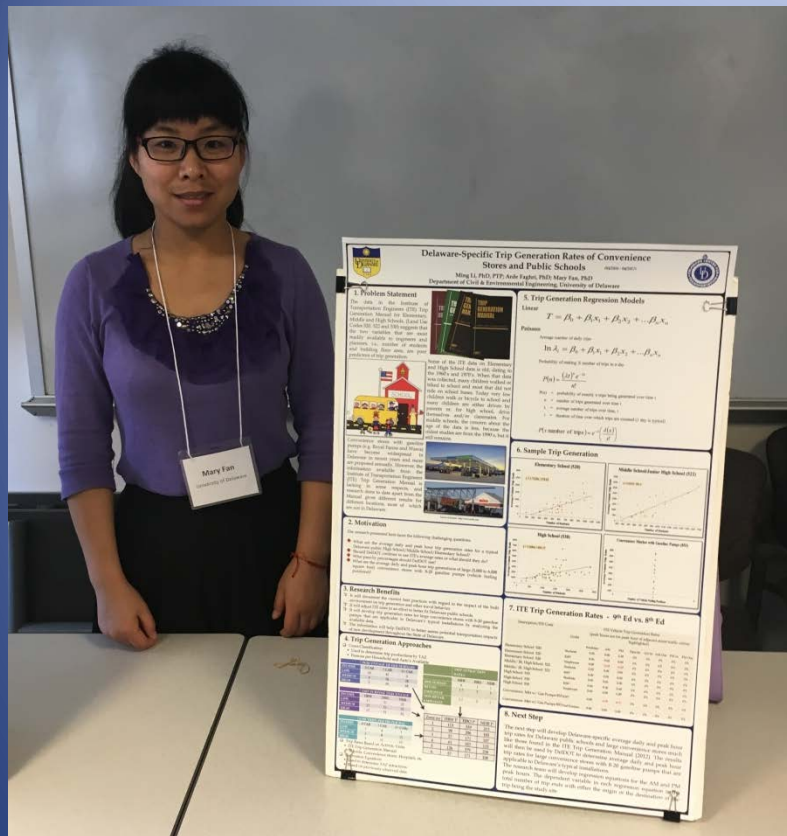




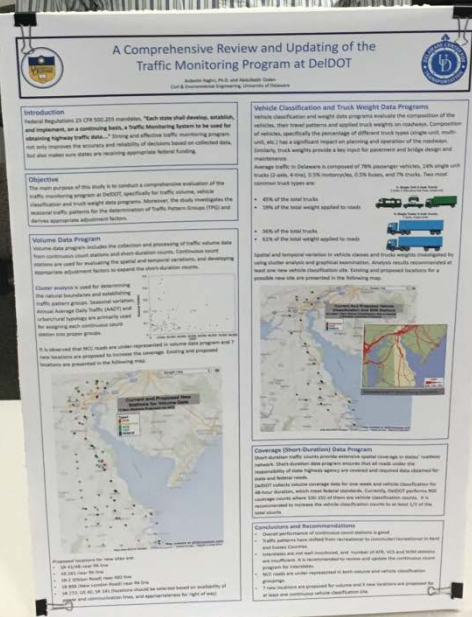
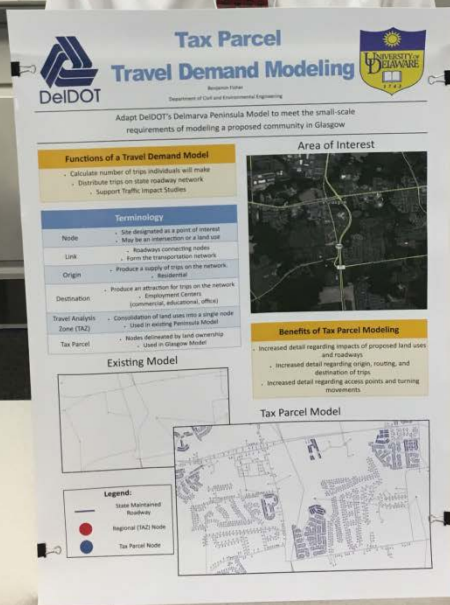


Tyler Poggiali
University of Ontario





A portrait of a woman with curly brown hair, smiling. She is wearing a white blouse with vertical pleats and a name tag that reads "Irene Lechner, City of Salzburg". She is standing in front of a white wall and a glass door.



Thank you! for joining us!



DCT Director and Staff