
THE NEXT GENERATION
TRIANGLE REGIONAL MODEL
Caliper
wsp
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CAMPO
NC Capital Area Metropolitan Planning Organization
DCHC
Metropolitan Planning Organization
Planning Tomorrow's Transportation
GO
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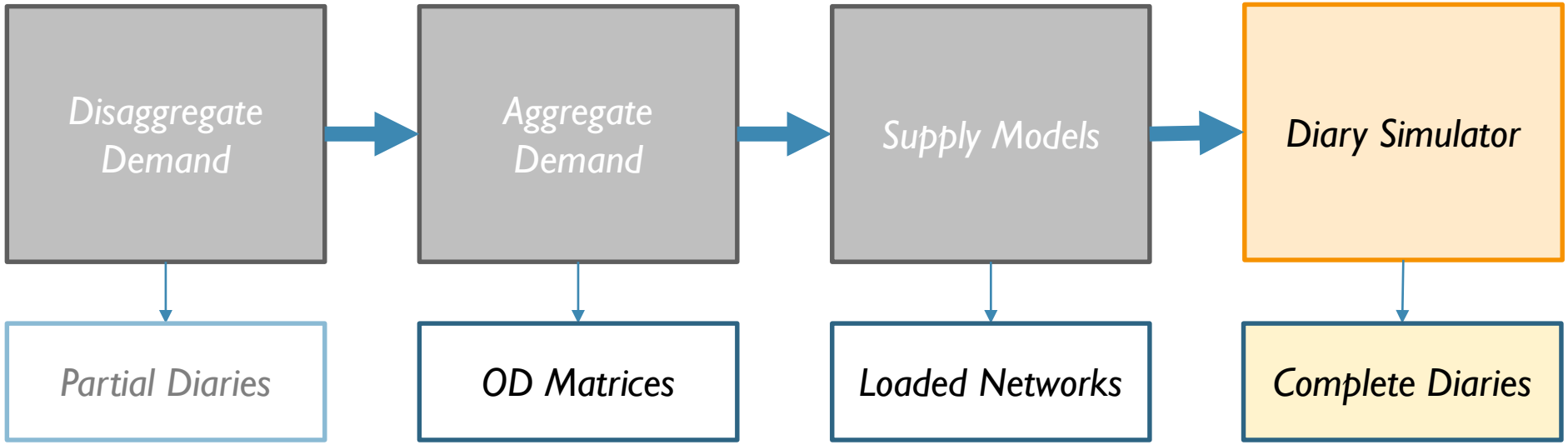
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TRM MODEL FRAMEWORK

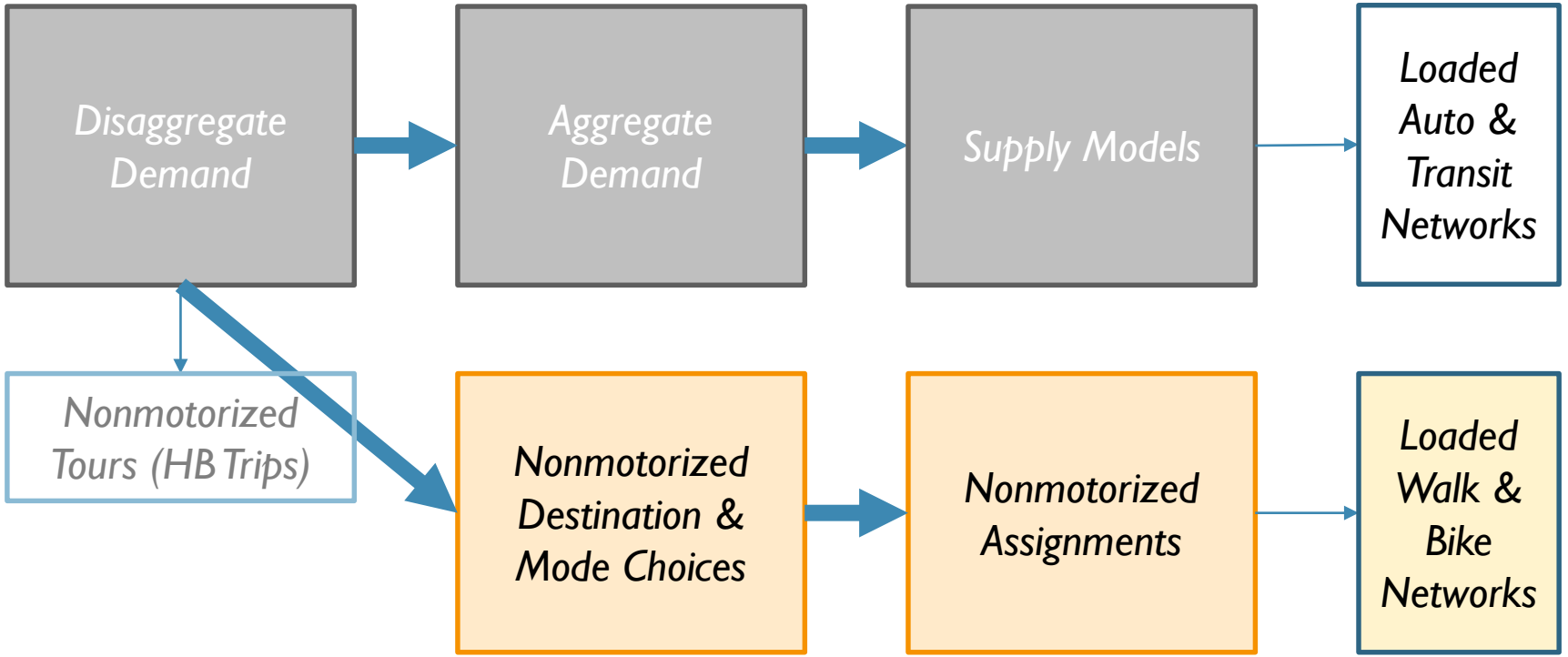
OPTION 1: A HYBRID CONVERTIBLE: AN ACTIVITY-BASED POST-PROCESSOR FOR THE TRMG2



OPTION 1: A HYBRID CONVERTIBLE

- Create full, disaggregate diary output for synthetic population only when desired (e.g., for in-depth equity analyses)
  - No extra runtime, disk space for many runs
  - Vancouver, BC's TripSim
- Picks up where disaggregate front end models stop, filling in trip modes and destinations by sampling from the TRM's trip tables
- Activity durations sampled from observed survey distributions by trip type by time of day
- Simulation, consistent with aggregate results with enough runs

OPTION 2: NON-MOTORIZED MIRCOMODEL



OPTION 2: NON-MOTORIZED MIRCOMODEL

- Hybrid or Fully Disaggregate NM model?
  - Portland disaggregate pedestrian model
- Network
  - TRMG2 has complete street network, but…
  - Nonmotorized network modeling would require added detail: AB/BA_Sidewalk, paths, ped over/underpasses, bike/ped counts
- Microzones
  - Need for SE data at microzone level; possibly fewer variables
- Analysis Capabilities
  - Better estimation of impacts of walk/bike improvements; but need to validate

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