

Possibility of Using Access Management to More Accurately Model Link Capacities

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Idea originated from emails from San Grenado at the Cedar Rapids MPO office

- Capacities in a travel demand model are incorrect (account for intersection delay)
- Turn Penalties & Access Management
 1. QRS II calculates delays at intersections based on HCM
 2. QRS II has information about nodes stored in it
 3. Tranplan vs. QRS II, which is better?
 4. Tranplan uses adjusted capacities due to access and intersection delays
 5. Friction.dat takes into affect access/intersection

Question: What does a model need to do?

If not used for air quality, then it does not need to be very specific (operating speed not as important). Should R^2 or RMS be used to determine the model's accuracy? There is literature available on access management affect on traffic flow.

Question: Is it possible to correct the link capacities and speeds by integrating intersection and access delay?

Should be able to, but would the time required out weigh the benefits to the MPO and DOT?