



# Urban Transportation Systems Planning

Live interactive session – Week 2

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# Question 1

Which of the following question is answered by trip generation?

- a. Prediction of the routes that the trips will take
- b. Travel flow between each pair of zones
- c. Relationship between urban activity and number of trips
- d. Probable zones from which the trips are attracted

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# Question 2

Which of the following statements is incorrect with respect to trip productions and attractions?

- a. Trips that either begin or end at the traveller's home are produced at the home end
- b. Trips that either begin or end at the traveller's home are attracted to the non-home end
- c. Trips that begin at a non-home location and end at another non-home location are produced at the origin and attracted to the destination
- d. None of the above

# Question 3

Which of the following survey method comes under Vehicle Intercept Survey Technique?

- a. Cordon-Line Survey
- b. License Plate Follow-Up Survey
- c. Tag-on-vehicle Survey
- d. Both (a) and (c)
- e. None of the above

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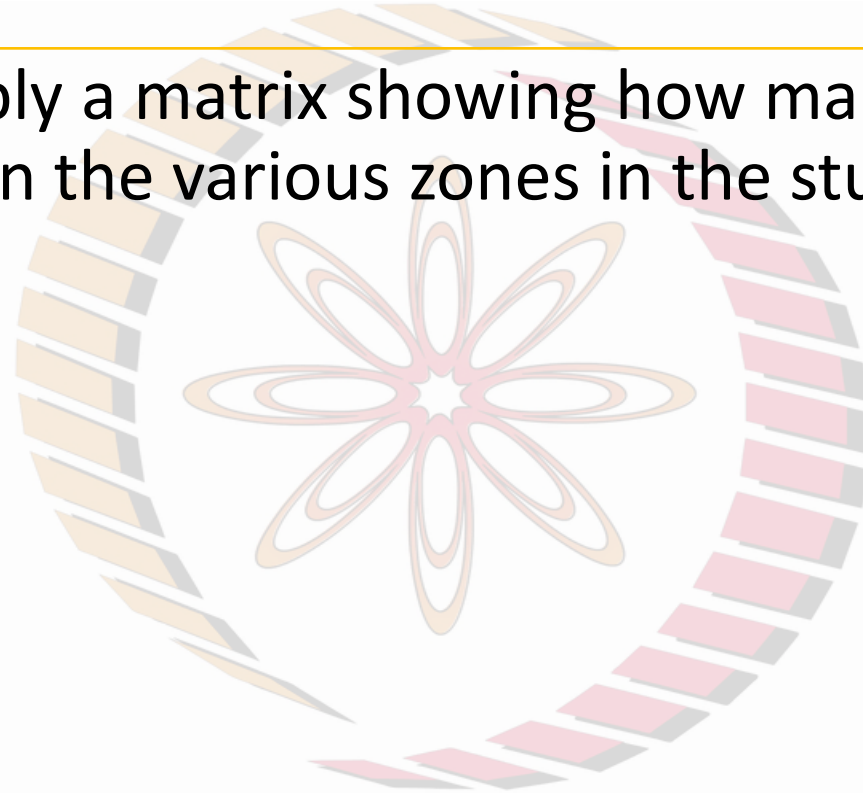
# Question 4

In case of data collection techniques, which of the following statements is correct?

- a. The choice of survey method does not depend on the resources available for the survey
- b. The quality of data is affected by survey length
- c. As the length of the survey increases, the response rate will generally increase
- d. The sample data collected should be representative of the population

# Question 5

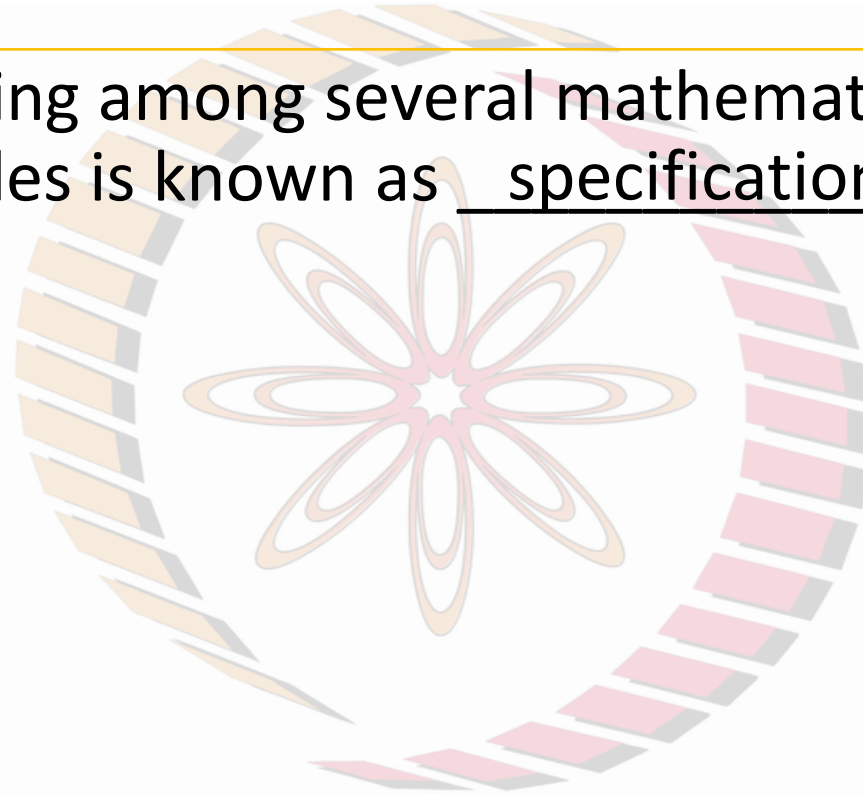
A trip table is simply a matrix showing how many trips are interchanged between the various zones in the study area. (Note: Word count = 2)



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# Question 6

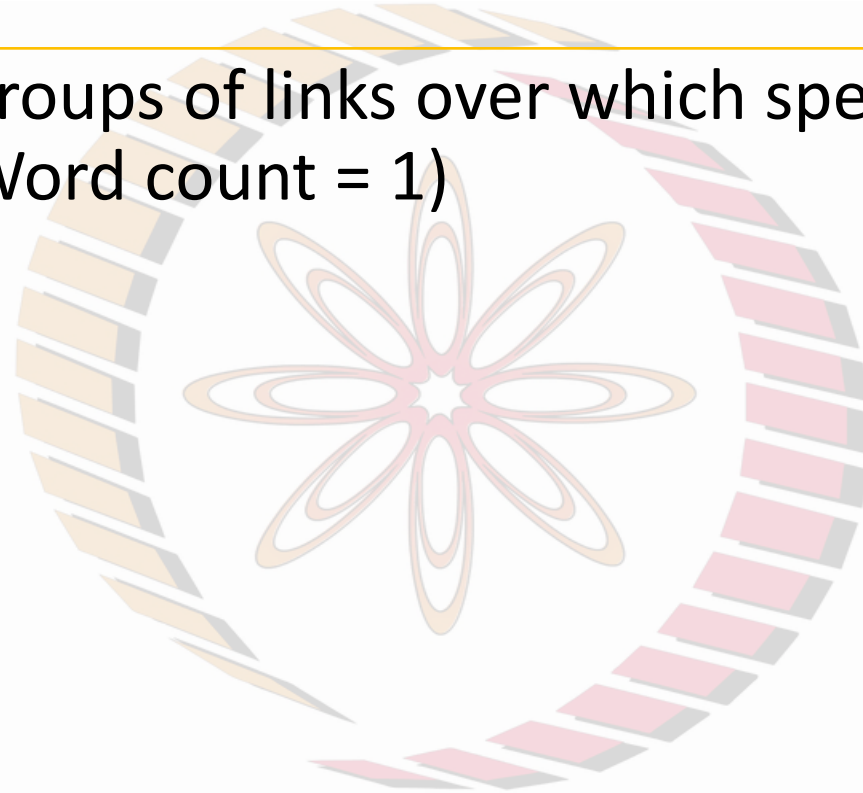
The process of choosing among several mathematical formulations and many possible variables is known as specification (Note: Word count = 1)



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# Question 7

In transit networks, groups of links over which specific routes pass are called lines (Note: Word count = 1)



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# Question 8

Which of the following statements are correct with respect to 4-stage planning process?

- a. Characteristics of the trip maker, trip and transportation systems influence the mode choice decisions
- b. Traffic Assignment predicts network routes that all trips will take
- c. The trip distribution depends on relative attractiveness and accessibility of zones
- d. Urban activity forecasts provide primary input to trip generation

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# Question 9

Which of the following statements are true with respect to study area?

- a. The cordon should intersect a maximum number of roads to have maximum interviews
- b. Activity analysis provides the intensity and characteristics of activities in each zone in the study area
- c. Zone centroids are connected to nodes by imaginary links called centroid connectors
- d. The study area generally includes only the developed land

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# Question 10

Which of the following statements are correct?

- a. Impedance estimates are required only in trip distribution analysis and not in any other stages
- b. While applying traffic assignment, car trips and public transport trips are assigned separately
- c. Post cards cannot be used for transport surveys
- d. The beginning point and the ending point of the trip doesn't hold true for productions and attractions

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# Question 11

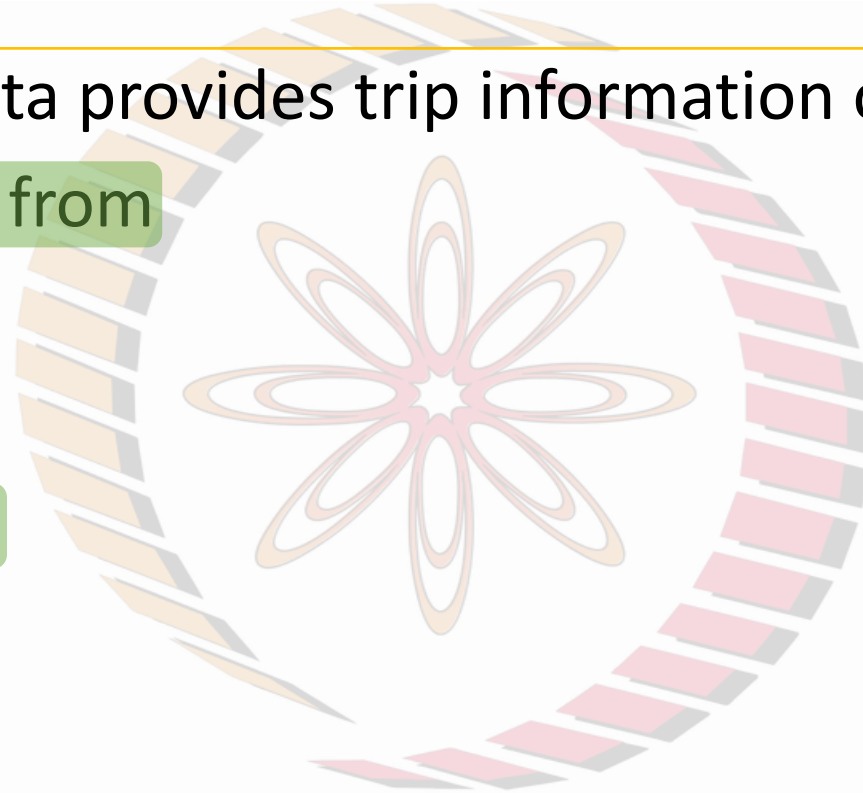
Which of the following statements are correct with respect to 4-stage planning process?

- a. The highway and transit networks provide the information necessary regarding the transportation demand in the area
- b. Supply of transportation is represented by separation of urban activities
- c. Urban activity forecasts provide information on the location and intensity of future activity
- d. The four phases of forecasting process predict the travel demand

# Question 12

Origin-Destination data provides trip information on

- a. where trips come from
- b. where they go
- c. by what mode
- d. For what purpose



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# Question 13

Which of the following statements are true with respect to calibration process?

- a. Calibration process includes intuitive tests of models
- b. Calibration process attempts to duplicate travel for the base year
- c. The unreasonable coefficient of variable may be accepted in a model
- d. Base year travel data, base year zonal and household data, and present transportation system descriptions are necessary inputs to calibration process

# Question 14

Which of the following statements are true with respect to validation process?

- a. If the series of models produce traffic volumes and transit ridership similar to what is observed on roadways and bus lines, then the models must be re-evaluated
- b. All the calibrated model are applied sequentially in the base year
- c. Validation can continue in future years by comparing measured traffic volumes with model estimates
- d. Models are applied in exactly the same way as they would be applied in the forecast year

# Question 15

Which statements are true with respect to trip purpose stratification?

- a. It is not necessary to ensure that trips are recorded under each classification
- b. Home-based work trips refer to trips between a person's home and place of employment for work purpose
- c. Home-based other trips refer to trips between a person's home and any other destination for other purpose
- d. The number of classifications depends on the size of the study area and the scope and objectives of the study