



Urban Transportation Systems Planning

Live interactive session – Week 3

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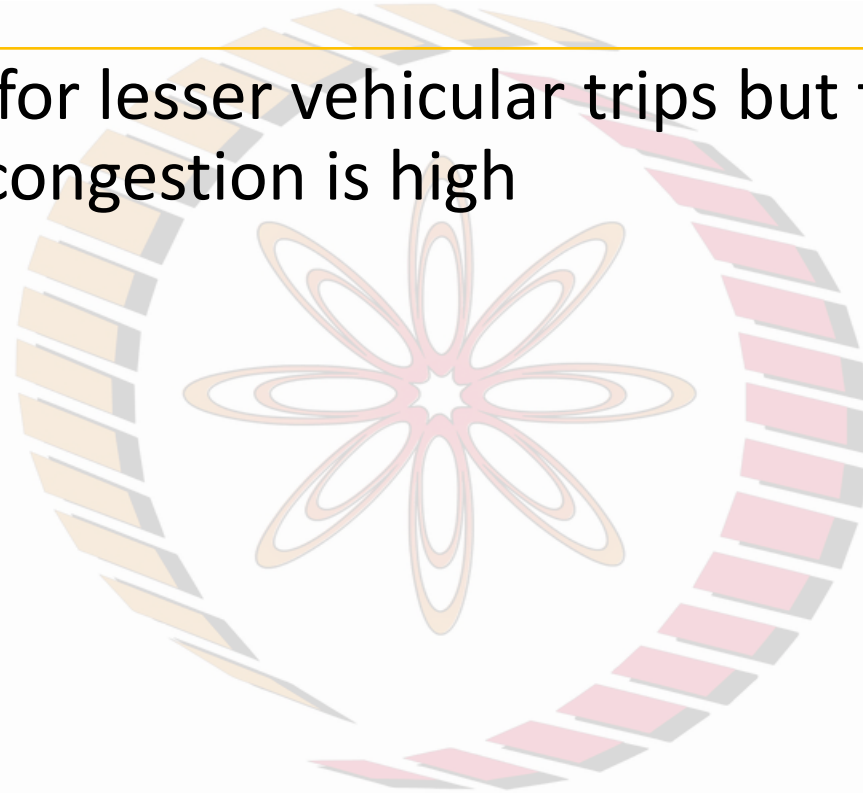
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Question 1

Freight trips account for lesser vehicular trips but their contribution in terms of road traffic congestion is high

- a. True
- b. False

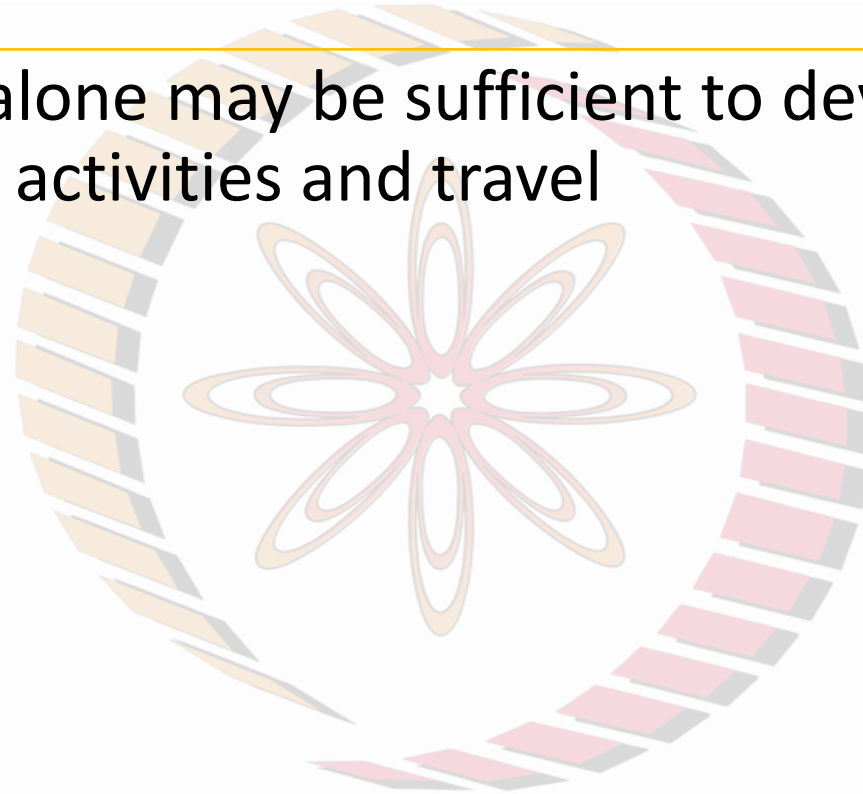


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Question 2

Amount of activities alone may be sufficient to develop a good relationship between activities and travel

- a. True
- b. False

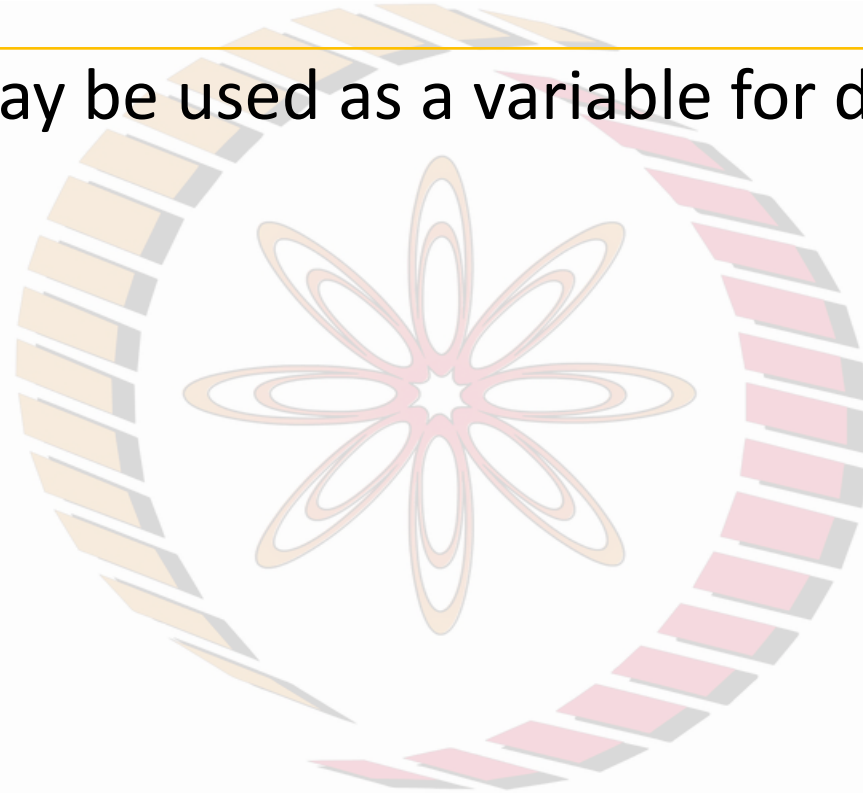


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Question 3

Household income may be used as a variable for developing person trip attraction model

- a. True
- b. False



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Question 4

Which of the following statements is acceptable for successful zonal based regression modelling?

- a. High inter-zonal and low intra-zonal variations
- b. High inter-zonal and high intra-zonal variations
- c. Low inter-zonal and high intra-zonal variations
- d. Low inter-zonal and low intra-zonal variations

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Question 5

A person travelled from home to office in the morning and went to a nearby shop in the lunch break and returned to office after an hour. After completion of working hours, he went back home from office in the evening.

a. How many trips did the person make in the whole day?

4

b. How many home-based trips were made?

2

c. How many trip ends were produced at home?

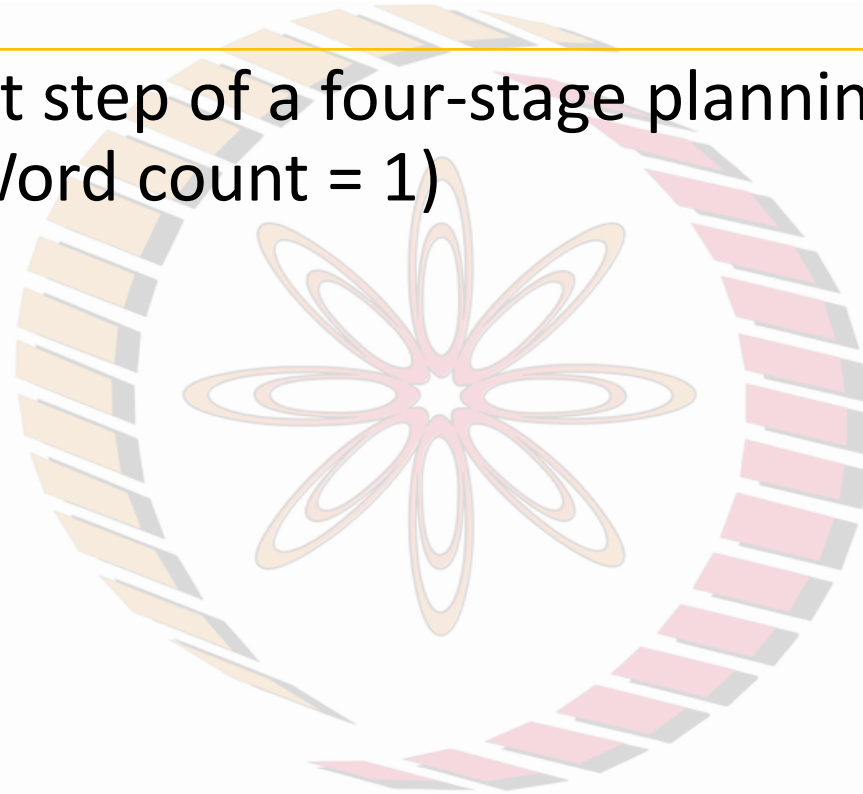
2

d. How many trip ends were attracted to office?

3

Question 6

The first and foremost step of a four-stage planning process is trip generation (Note: Word count = 1)



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Question 7

Which of the following statements are false with respect to trip classifications for trip generation analysis?

- a. Trips may be classified based on day and time of making trips
- b. Trips are classified as home-based and non-home-based trips based on the purpose of trips
- c. Trips generated from households may be classified based on the household size and family income
- d. Intra-zonal trips with reference to a study area may be classified as internal-internal and internal-external trips

Question 8

Which of the following statements are required to be done before entering the trip generation phase?

- a. Demarcation of study area
- b. Identification of activities in traffic zones
- c. Identification of traffic zones and zone centroids
- d. Establishing relationship between urban activities and trip making

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Question 9

Which of the following factors affect person trip attractions?

- a. Availability of floor space for retail activities
- b. Socioeconomic characteristics of households
- c. Value of land
- d. Nature of commercial activities

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Question 10

Which of the following statements are false in the context of developing multiple regression models?

- a. For trip attraction analysis, car ownership is a logical variable that may be included
- b. Independent variables with a high degree of association with the dependent variable should not be considered in the model
- c. Independent variables that are highly associated with one another can be included in the same regression model
- d. For trip production analysis, employment is a logical variable that may be included

Question 11

Which of the following statements are true while selecting the best suitable multiple regression model for person trip production from a set of potential regression models developed?

- a. Checking the signs of partial regression coefficients is not an important consideration
- b. Model with a negative value of constant is not acceptable
- c. Higher R^2 value is desirable for a regression model
- d. Partial regression coefficients of the model are to be statistically significant

Question 12

Which of the following statements are true regarding trip generation analysis?

- a. Variables related to highway and transit networks are frequently included in trip generation analysis
- b. Number of trips generated by a retail activity in the central business district are likely to be different from the number of trips generated by a similar retail activity located in the suburb
- c. Special generators represent large or unusual concentrations of trip ends
- d. A family with high income and large household size will generate lesser trips than a family with low income and small household size