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# Access To Destinations

**Illinois Commerce Commission**



## **Access To Destinations:**

**Access to Destinations** Kevin J. Krizek, Ahmed El-Geneidy, Michael Iacono, Jessica Horning, Minnesota. Department of Transportation. Office of Research Services, Hubert H. Humphrey Institute of Public Affairs, University of Minnesota. Center for Transportation Studies, Metropolitan Council of the Twin Cities Area, Hennepin County (Minn.), 2007 The functioning of the system of land use and travel networks in a region can be encapsulated into measures of the ease of reaching destinations from various locations often referred to as accessibility measures Regardless of the form used to specify accessibility all measures require as inputs travel times between the zones of a region For most transportation planning purposes these travel time calculations are limited to motorized modes auto and public transit since these modes carry the bulk of all urban travel In this research study attention is focused on developing methods for calculating travel times by non auto modes including walking bicycling and public transit Unique networks for each mode are developed accounting for the presence of special facilities such as pedestrian or bicycle trails and on street bike lanes A statistical model is estimated to identify the influence of special bicycle facilities on travel speeds using GPS data collected from bicyclists in a real world setting These methods are demonstrated with an application to a section of the Twin Cities metropolitan region encompassing parts of the cities of Minneapolis St Paul and Bloomington The output of the application of these methods are a set of maps depicting travel sheds from various locations within the study area The data are displayed for three points in time 1995 2000 and 2005 Changes to these travel sheds over time are demonstrated with maps that show the difference in travel time between each set of origins and destinations for each pair of years The research concludes with some suggestions about the uses of the travel time data such as the calculation of multimodal multipurpose measures of accessibility

Access to Destinations Kevin J. Krizek, Michael Iacono, Ahmed El-Geneidy, Chen-Fu Liao, Robert Johns, Minnesota. Department of Transportation. Research Services Section, University of Minnesota. Department of Civil Engineering, Minnesota Local Road Research Board, 2009 Conventional transportation planning is often focused on improving movement or mobility most often by the automobile To the extent that accessibility a well known concept in the transportation planning field since the 1950s has been measured or used in transportation planning such measures have also been auto based Broadening the scope of accessibility to include a wide array of destinations and non auto modes such as walking cycling and transit has been previously proposed as a much needed aim among planning initiatives A central issue is that to date however there have been few examples of measures drawn from When it comes to bicycling walking and transit measures of accessibility are an endeavor long on rhetoric but short on execution This report discusses such hurdles presents alternatives for overcoming them and demonstrates how accessibility for walking cycling and transit and for different types of destinations can be reliably measured We focus on explaining specific features of non motorized transportation that complicate the development of accessibility measures and offer solutions that conform to conventional transportation

planning practice In this research project non motorized measures of accessibility were developed for the entire seven counties of the Twin Cities Minnesota USA metropolitan area For purposes of this exposition in this report we discuss the details of creating such measures using a sample application from Minneapolis Minnesota USA to demonstrate proof of concept for the endeavor

**Access to Destinations** David Levinson, Bernadette Marion, Michael Iacono, Minnesota. Department of Transportation. Research Services Section, University of Minnesota. Department of Civil Engineering, 2010

This study describes the development and application of a set of accessibility measures for the Twin Cities region that measure accessibility by the automobile mode over the period from 1995 to 2005 In contrast to previous attempts to measure accessibility this study uses travel time estimates derived to the extent possible from actual observations of network performance by time of day A set of cumulative opportunity measures are computed with transportation analysis zones TAZs as the unit of analysis for the years 1995 2000 and 2005 Analysis of the changes in accessibility by location over the period of study reveals that for the majority of locations in the region accessibility increased between 1995 and 2005 though the increases were not uniform A flattening or convergence of levels of accessibility across locations was observed over time with faster growing suburban locations gaining the most in terms of employment accessibility An effort to decompose the causes of changes in accessibility into components related to transportation network structure and land use opportunity location reveal that both causes make a contribution to increasing accessibility though the effects of changes to the transportation network tend to be more location specific Overall the results of the study demonstrate the feasibility and relevance of using accessibility as a key performance measure to describe the regional transportation system

*Access to Destinations* Ahmed M. El-Geneidy, David M. Levinson, University of Minnesota. Department of Civil Engineering, Minnesota. Department of Transportation. Office of Research Services, University of Minnesota. Center for Transportation Studies, Metropolitan Council of the Twin Cities Area, Hennepin County (Minn.), 2006

Transportation systems are designed to help people participate in activities distributed over space and time Accessibility indicates the collective performance of land use and transportation systems and determines how well that complex system serves its residents This research project comprises three main tasks The first task reviews the literature on accessibility and its performance measures with an emphasis on measures that planners and decision makers can understand and replicate The second task identifies the appropriate measures of accessibility where accessibility measures are evaluated in terms of ease of understanding accuracy and complexity while the third task illustrates these accessibility measures During this process a new accessibility measure named Place Rank is introduced as an accurate measure of accessibility In addition several previously defined accessibility measures are reviewed and demonstrated in this report including Cumulative opportunity and gravity based measures The gravity based measure is widely used in the literature yet cumulative opportunity tends to be easier to understand and interpret by the public planners and administrators A major contribution of this research is the comparison of accessibility measures over time and among

various modes Effects of accessibility on home sales are also tested Homebuyers pay a premium to live near jobs and away from competing workers Accessibility promises to be a useful tool for monitoring the land use and transportation system and assessing and valuing the benefits of proposed changes to either land use or networks

**Measuring what Matters** Curtis Johnson,2010

**Access to Destinations** Jessica Horning,Ahmed El-Geneidy,Kevin J. Krizek,Minnesota. Department of Transportation. Office of Research Services,University of Minnesota. Center for Transportation Studies,Hubert H. Humphrey Institute of Public Affairs,Metropolitan Council of the Twin Cities Area,Hennepin County (Minn.),2008 This research aids in tackling one important part of accessibility metrics measuring land use It introduces complementary strategies to effectively measure a variety of different destination types at a highly detailed scale of resolution using secondary data The research describes ways to overcome common data hurdles and demonstrates how existing data in one metropolitan area in the U S the Twin Cities of Minneapolis and St Paul can be exploited to aid in measuring accessibility at an extremely fine unit of analysis i e the parcel Establishment level data containing attribute information on location sales employees and industry classification was purchased from Dun Bradstreet Inc The research process involved cleaning and tailoring the parcel dataset for the 7 county metro area and integrating various GIS datasets with other secondary data sources These data were merged with parcel level land use data from the Metropolitan Council The establishment level data were then recoded into destination categories using the 2 to 6 digit classifications of the North American Industry Classification System NAICS The development of important components of this research is illustrated with a sample application The report concludes by describing how such data could be used in calculating more robust measures of accessibility

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Michael Iacono,Kevin J. Krizek,Ahmed El-Geneidy,Minnesota. Department of Transportation. Office of Research Services,University of Minnesota. Center for Transportation Studies,Hubert H. Humphrey Institute of Public Affairs,Metropolitan Council of the Twin Cities Area,2008 Existing urban and suburban development patterns and the subsequent automobile dependence are leading to increased traffic congestion and air pollution In response to the growing ills caused by urban sprawl there has been an increased interest in creating more livable communities in which destinations are brought closer to ones home or workplace that is achieving travel needs through land use planning While several reports suggest best practices for integrated land use planning little research has focused on examining detailed relationships between actual travel behavior and mean distance to various services For example how far will pedestrians travel to access different types of destinations How to know if the one quarter mile assumption that is often bantered about is reliable How far will bicyclists travel to cycle on a bicycle only facility How far do people drive for their common retail needs To examine these questions this research makes use of available travel survey data for the Twin Cities region A primary outcome of this research is to examine different types of destinations and accurately and robustly estimate distance decay models for auto and non auto travel modes and also to comment on its applicability for a different types of travel and b development of

accessibility measures that incorporate this information      **Access to Destinations** ,2007      **Access to Destinations**  
David Levinson, Kevin Krizek, 2005-12-06 Much of land use and transportation planning aims to reduce traffic congestion  
Comprehensive and policy relevant measures useful to land use and transportation planning need to capture both land use  
and travel dimensions This book focuses on the science and policy around the multi modal concept of accessibility      Access  
to Destinations Andrew Owen, David Levinson, Minnesota. Department of Transportation. Research Services  
Section, University of Minnesota. Department of Civil Engineering, University of Minnesota. Center for Transportation  
Studies, 2012 This report summarizes previous phases of the Access to Destinations project and applies the techniques  
developed over the course of the project to conduct an evaluation of accessibility in the Twin Cities metropolitan region for  
2010 It describes a methodology that can be used to implement future evaluations of accessibility including a discussion of  
the development and use of software tools created for this evaluation The goal of the 2010 accessibility evaluation is twofold  
it seeks both to generate an accurate representation of accessibility in 2010 and to identify data sources methods and  
metrics that can be used in future evaluations The current focus on establishing replicable data sources and methodology in  
some cases recommends or requires changes from those used in previous Access to Destinations research In particular it is  
important to standardize data sources and parameters to ensure comparability between multiple evaluations over time This  
evaluation recommends data sources and methodology that provide a good representation of actual conditions that are based  
on measurements rather than models that provide a reasonable expectation of continuity in the future and that are usable  
with a minimum of manual processing and technical expertise      **Access to Destinations, Phase 3** David Levinson, 2010  
    **Access to Destinations** University of Minnesota. Center for Transportation Studies, University of Minnesota. Center for  
Urban and Regional Affairs, Hubert H. Humphrey Institute of Public Affairs, University of Minnesota. Institute of  
Technology, 2004      **Access to Destinations** Taek Mu Kwon, 2008 Freeway travel time data is used as an important input  
for measuring travel reliability and accessibility The goal of this project was to generate reliable travel time data using loop  
detector data from the Twin Cities freeway network collected over the past 14 years for the Access to Destinations projects  
Several difficulties exist one year of loop data can be missing up to 31 7% loop data does not include vehicle lengths or  
classification to use in speed calculations and link travel time must be computed without knowing speed variability within the  
link The three basic approaches used in this project for imputing speed data are linear regression spatial imputation and  
week to week temporal imputation A new method was developed to estimate average vehicle length using volume occupancy  
free flow speed and speed limit data Link travel times were calculated by dividing the distance between stations into thirds  
and using speed data from both stations Overall for the last fourteen years the imputation increased the average amount of  
valid data from 81 7% to 98 6% Travel time for a selected route was verified by comparing the resulting calculated travel  
times to manual travel times measurement information      **Managing Tourism Destinations** Andreas Papatheodorou, 2006

This title offers a selection of papers on the management of tourism destinations It covers four main themes managing tourism destinations and the determinants of travel choice planning and policy making development and evolution and the impacts of tourism management on the society and the environment

**Computational Intelligence and Security** Yue Hao, Jiming Liu, Yuping Wang, Yiu-ming Cheung, Hujun Yin, Licheng Jiao, Jianfeng Ma, Yong-Chang Jiao, 2006-06-18 The two volume set LNAI 3801 and LNAI 3802 constitute the refereed proceedings of the annual International Conference on Computational Intelligence and Security CIS 2005 held in Xi an China in December 2005 The 338 revised papers presented 254 regular and 84 extended papers were carefully reviewed and selected from over 1800 submissions The first volume is organized in topical sections on learning and fuzzy systems evolutionary computation intelligent agents and systems intelligent information retrieval support vector machines swarm intelligence data mining pattern recognition and applications The second volume is subdivided in topical sections on cryptography and coding cryptographic protocols intrusion detection security models and architecture security management watermarking and information hiding web and network applications image and signal processing and applications

**Handbook of e-Tourism** Zheng Xiang, Matthias Fuchs, Ulrike Gretzel, Wolfram Höpken, 2022-09-01 This handbook provides an authoritative and truly comprehensive overview both of the diverse applications of information and communication technologies ICTs within the travel and tourism industry and of e tourism as a field of scientific inquiry that has grown and matured beyond recognition Leading experts from around the world describe cutting edge ideas and developments present key concepts and theories and discuss the full range of research methods The coverage accordingly encompasses everything from big data and analytics to psychology user behavior online marketing supply chain and operations management smart business networks policy and regulatory issues and much much more The goal is to provide an outstanding reference that summarizes and synthesizes current knowledge and establishes the theoretical and methodological foundations for further study of the role of ICTs in travel and tourism The handbook will meet the needs of researchers and students in various disciplines as well as industry professionals As with all volumes in Springer s Major Reference Works program readers will benefit from access to a continually updated online version

**Information and Communication Technologies in Tourism 2014** Zheng Xiang, Iis Tussyadiah, 2014-01-08 The papers presented in this volume advance the state of the art research on social media and Web 2 0 electronic tourism marketing website development and evaluation search engine marketing and optimization IT adoption and diffusion virtual travel communities mobile technologies management information systems in tourism eLearning recommender systems for tourism businesses and destinations and electronic distribution for hospitality and travel products This book covers the most significant topics contributed by prominent scholars from around the world and is suitable for both academics and practitioners who are interested in the latest developments in e Tourism

Opinions and Orders Illinois Commerce Commission, 1928

**Destination Management** Rok Ovsenik, Iwona Kiereta, 2006 This book is a comprehensive effort to

describe recent developments in tourism on the one hand and academic trials research analyses and interpretations of contemporary events in this field on the other It aims to cover the continuum from basic theoretical findings as those from general systems theory up to contemporary analyses of small local tourist destinations **Annual Report** University of Minnesota. Center for Transportation Studies,2007

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