Transit Capacity and Quality of Service Manual
2013 "TRB's Transit Cooperative Highway Research Program (TCRP)
provides guidance on transit capacity and quality of service issues and the factors influencing both. The manual contains background, statistics, and graphics on the various types of public transportation, and it provides a framework for measuring transit availability, comfort, and convenience from the passenger and transit provider points of view. In addition, the manual includes quantitative techniques for
calculating the capacity and other operational characteristics of bus, rail, demand-responsive, and ferry transit services, as well as transit stops, stations, and terminals. The CD-ROM that accompanies the manual provides PDF versions of all the publication's chapters for use on tablets and computers; links to all of the TCRP reports referenced in the manual; spreadsheets that help perform the calculations used in the bus, ferry, and rail transit capacity methods; and presentations that introduce the manual and its core material”--


This TCRP digest contains edited excerpts from the Transit Capacity and Quality of Service Manual: First Edition, which is available on the world wide web as TCRP Web Document 6 at this address: http://www4.nas.edu/trb/crp.nsf.

Transit Capacity and Quality of Service Manual-1999


Transit capacity and quality of service manual-1999


Highlights of the transit capacity and quality of service manual, first edition- 1999

Rail Transit Capacity-Tom Parkinson 1996 Investigates and quantifies the variables that affect the maximum passenger carrying capacity of rail transit in four categories-- rail rapid transit (heavy rail), light rail transit, commuter rail, and automated
guideway transit (AGT)--in North America.


**Evaluation of First-year Florida MPO Transit Capacity and Quality of Service Reports** - Victoria A. Perk 2001

**Urban Transportation Planning in the United States** - Edward Weiner 2012-11-13 The development of U.S. urban transportation policy over the past half-century illustrates the changing relationships among federal, state, and local governments. This comprehensive text examines the evolution of urban transportation planning from early developments in highway planning in the 1930s to today's concerns over sustainable development, security, and pollution control. Highlighting major national events, the book examines the influence of legislation, regulations, conferences, federal programs, and advances in planning procedures and technology. The volume provides in-depth coverage of the most significant event in transportation planning, the Federal-Aid Highway Act of 1962, which created a federal mandate for a comprehensive urban transportation planning process, carried out cooperatively by states and local governments with federal funding. Claiming that urban transportation planning is more sophisticated, costly, and complex than its highway and transit planning predecessors, the book demonstrates how urban transportation planning evolved in response to changes in such factors as the environment, energy,
development patterns, intergovernmental coordination, and federal transit programs. This updated, revised, and expanded edition features two new chapters on global climate change and managing under conditions of constrained resources, and covers the impact of the most recent legislation, 50 years after the Highway Act of 1962, emphasizing such timely issues as security, oil dependence, performance measurement, and public-private sector collaboration.

**Department of Transportation and Related Agencies Appropriations for 2001**-United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Transportation and Related Agencies Appropriations 2000

**Urban Transit Systems and Technology**-Vukan R. Vuchic 2007-02-16 This is the only current and in print book covering the full field of transit systems and technology. Beginning with a history of transit and its role in urban development, the book proceeds to define relevant terms and concepts, and then present detailed coverage of all urban transit modes and the most efficient system designs for each. Including coverage of such integral subjects as travel time, vehicle propulsion, system integration, fully supported with equations and analytical methods, this book is the primary resource for students of transit as well as those professionals who design and operate these key pieces of urban infrastructure.

**TCRP Report 153- 2012**

**Making Transit Work**-National Research Council (U.S.). Transportation Research Board. Committee for an International Comparison of National Policies and Expectations Affecting Public Transit 2001 Describes the differences in public transit use among US, Canadian, and Western European cities; and identifies
those factors, from urban form to automobile usage, that have contributed to the differences. This book also offers hypotheses about the reasons - historical, demographic, economic conditions, and specific public policies.


Civil Engineering Practice- 1991

Highway Capacity Manual- "This new edition of the HCM adds a subtitle: A Guide for Multimodal Mobility Analysis. This underscores the HCM's focus on evaluating the operational performance of several modes, including pedestrians and bicycles, and their interactions. It is called the 6th Edition, with no year attached, and each chapter indicates a version number, to allow for updates."--PageV1-1.

Measuring Transit Capacity and Service Quality- 2004

Government Research Directory- 2010

Transit-National Research Council (U.S.). Transportation Research Board 2005 "No. 1927 is a five-part volume that focuses on such topics as coordinating public and school transportation in Iowa; using a performance-based approach for funding public transit; introducing contactless, smart card technology in rural New Mexico; evaluating the accuracy and value of automatic passenger counters; and examining the quality of service in an urbanized area in Ontario, Canada, using the revised
Suburban development is occurring near urban areas across America. Often these communities are separated by large masses of land with no linkage to the urban core. Referred to as urban sprawl, this type of development causes a challenge for transportation planners in providing adequate public transportation services to suburban communities. This research applied a transit needs index to assess whether there might be demand for public transportation options between selected Houston suburban counties and the urban core. The research found that several neighborhoods within three selected suburban counties received a high rating on the index and are good candidates for public transportation.

Surface Transportation Congestion - William Mallett
2008 Surface transportation congestion most likely will be a major issue for Congress as it considers reauthorisation of the Safe, Accountable, Flexible, Efficient Transportation Equity Act -- A Legacy for Users (SAFETEA), P.L. 109-59, which is set to expire on 30 September 2009. By many accounts, congestion on the nation's road and railroad networks, at seaports and airports, and on some major transit systems is a significant problem for many transportation users, especially commuters, freight shippers, and carriers. Indeed, some observers believe congestion has already reached crisis proportions. Others are less worried, believing congestion to be a minor impediment to
mobility, the by-product of prosperity and accessibility in economically vibrant places, or the unfortunate consequence of over reliance on cars and trucks that causes more important problems such as air pollution and urban sprawl. Trends underlying the demand for freight and passenger travel -- population and economic growth, the urban and regional distribution of homes and businesses, and international trade -- suggest that pressures on the transportation system are likely to grow substantially over the next 30 years. Although transportation congestion continues to grow and intensify, the problem is still geographically concentrated in major metropolitan areas, at international trade gateways, and on some intercity trade routes. Because of this geographical concentration, most places and people in America are not directly affected by transportation congestion. Consequently, in recent federal law, Congress, for the most-part, has allowed states and localities to decide the relative importance of congestion mitigation vis-a-vis other transportation priorities. This has been accompanied by a sizeable boost in funding for public transit and a more moderate boost in funding for traffic reduction measures as part of a patchwork of relatively modest federally directed congestion programs. Congress may decide to continue with funding flexibility in its reauthorisation of the surface transportation programs. States and localities that suffer major transportation congestion would be free to devote federal and local resources to congestion mitigation if they wish. Similarly, congestion-free locales would be able to focus on other transportation-related problems, such as connectivity, system access, safety, and economic development. Alternatively, Congress may want to more clearly establish congestion abatement as a national policy objective, given its economic development impact, and take a less flexible and, in other ways, more aggressive approach to congestion mitigation. Three basic
elements that Congress may consider are (1) the overall level of transportation spending, (2) the prioritization of transportation spending, and (3) congestion pricing and other alternative ways to ration transportation resources with limited government spending. Congress also may want to consider the advantages and disadvantages of specific transportation congestion remedies. Hence, this book discusses the three basic types of congestion remedies proposed by engineers and planners: adding new capacity, operating the existing capacity more efficiently, and managing demand.

Urban Transportation Alternatives-National Research Council (U.S.). Transportation Research Board. Committee on Evaluation of Urban Transportation Alternatives 1977 The findings are presented of two successful conferences which formed the foundation of a unique process of federal rule-making, and the underlying process that culminated in the conferences is discussed. The availability of new funds for urban mass transportation in 1974 raised complex questions of equitable resource allocation. Reaching answers to these questions involved the developing of consensus on a series of compromise solutions that would best reconcile the competing demands of different claimants. The first conference in February 1975 reached agreement on five principles which dealt with regional multimodal strategy, incremental planning, managing of the existing system, framework for evaluation, and public involvement. Cost effectiveness and usable segments were other areas of Administration's (UMTA) description of the implementation of 1976 was to review the Urban Mass Transportation Administrations (UMTA) description of the implementation of the proposed policy as well as to review on the revised policy on Urban Mass Transportation Investment. A number of related issues were
discussed at both conferences. Documents prepared by UMTA as background to the conferences are discussed.

Transportation Research Circular- 1980

Transportation- 2007 The report is the fifth of seven being provided by AASHTO to the National Surface Transportation Policy and Revenue Study Commission, which will make transportation recommendations to Congress. It explores issues associated with preparing the national transportation system to meet future needs. According to a press release on the report, global economic competition, metropolitan congestion, and global climate change are among the latest dynamics that require new thinking in the nation's transportation system of the future.

79th Annual Meeting- National Research Council


Guide to the San Francisco Bay Area Regional Plan- Association of Bay Area Governments 1980

Transit Research Abstracts- 1995

Proceedings of the City Council of the City of Minneapolis-Minneapolis (Minn.). City Council 2004-07

Virginia Administrative Law Appendix- 2013

Growing Pains-Joel S. Hirschhorn 2000

Transportation Research Record- 2004

Papers and proceedings- 1969
Annual Report of Progress-Transit Cooperative Research Program 2006

Transit-National Research Council (U.S.). Transportation Research Board. Meeting 2000 Transportation Research Record contains the following papers: Bus rapid transit technologies in the Americas: an overview (Diaz, RB and Schneck, DC); Zigzagging of bus routes: an analytical approach (Kho, SY); Optimal bus stop spacing through dynamic programming and geographic modeling (Furth, PG, Rahbee, AB); Conditional bus priority at signalized intersections: better service with less traffic disruption (Furth, PG and Muller, THJ); Dynamic right-of-way for transit vehicles: integrated modeling approach for optimizing signal control on mixed traffic arterials (Duerr, PA); Traction performance of transit and paratransit vehicles in winter (Raad, L and Lu, JJ); Procedure to evaluate alternatives to transit bus replacement (Khasnabis, S and Naseer, M); Internet-based decision support for advanced public transportation systems technology (Stone, JR, Ahmed, T and Nalevanko, A); Effectiveness of taxi partitions: Baltimore, Maryland, case study (Stone, JR and Stevens, DC); Evaluating real-time bus arrival information systems (Mishalani, RG, Lee, S and McCord, MR); Intelligent transportation system technology in a shared electric vehicle program (Barth, M, Todd, M and Murakami, H); Buses as a traffic probe: demonstration project (Hall, RW and Vyas, N); Simulating bus operations with enhanced corridor simulator: case study of New Jersey transit bus route 39 (Ding, Y, Chien, SI, and Zayas, NA); Technology transfer in the transit industry (Nakanishi, YJ and Elrahman, OA); Development of Florida’s transit level-of-service indicator (Ryus, P, Ausman, J, Teaf, D, Cooper, M and Knoblauch, M); Transit passenger perceptions of transit-related crime reduction measures (Reed, TB, Wallace, RR and Rodriguez, DA).