

# Q1 Are the vehicle trip tables used in the highway assignment component of your travel demand model segmented by VOT, and if so, which segments and corresponding VOTs?

Answered: 21 Skipped: 0

#	RESPONSES	DATE
1	So far, just one VOT	10/25/2017 2:46 PM
2	No	10/22/2017 8:23 PM
3	4 segments: Segment 1: \$6.3/hr Segment 2: \$10.3/hr Segment 3: \$15.3/hr Segment 4: \$18.2/hr	10/19/2017 11:48 AM
4	For assignment, <\$13.07, \$13.07-\$26.17, >\$26.17 .	10/18/2017 10:23 AM
5	n/a	10/17/2017 3:16 PM
6	VOT is not used in your models	10/17/2017 10:18 AM
7	Yes. We segment the trip tables into auto and truck. We are discussing further segmenting the truck trip tables into light, medium and heavy for both internal and external trips. The VOTs vary by study area throughout Texas.	10/17/2017 7:52 AM
8	Segmented by Trip Purpose for 4-Step Models	10/16/2017 2:16 PM
9	NYBPM defines VOT by Vehicle Class (Auto, Truck, Commercial Vans) and by purpose (journey to work, school, University, Maintenance, Discretionary, at Work)	10/16/2017 8:35 AM
10	Peak/Auto \$25/hr Peak/Truck \$30/hr Off-Peak Auto \$20/hr Off-Peak Truck \$25/hr	10/16/2017 8:19 AM
11	We have toll roads/tunnels/bridges in our system, so we need to use VOT in the assignment. We have 5 vehicle class, each with a different VOT as follows (in 2016 dollars): SOV \$12/hour HOV \$18/hour Light Truck (4 tire commercial) \$20/ hour Medium Truck(single unit, 6 tire or more) \$45/hour Heavy Truck (multi unit) \$60/hour. In our mode choice model we also use \$12/hour, but our transit fares are based on generalized cost (weighted by fare type)	10/16/2017 5:21 AM
12	2015 values Segment \$/min Car 0.20 Taxi - Distance fare 0.19 Company Bus 0.13 LGV 0.09 HGV 0.11 School Bus 0.19 Car - UAE 0.50 Car - Non UAE, Low income 0.06 Car - Non UAE, Medium income 0.22 Car - Non UAE, High income 0.60 Car - Non Residents 0.19	10/15/2017 1:40 AM
13	Autos and trucks, trucks broken down by commodity class and/or vehicle size class	10/13/2017 3:39 PM
14	It depends on the model, some are segmented, some are not. For purposes of toll modeling I am most happy when there are five (or more) VOT classes for autos and multi-unit trucks and three or more for single unit trucks, but obviously this has runtime implications that aren't appropriate for all models/applications, so sometimes we develop models with assignment options for different classes depending on whether or not toll modeling is being done.	10/13/2017 3:03 PM
15	yes the value varies by model but the value of time is by purpose and number of people in the vehicle	10/13/2017 2:58 PM
16	We've experimented with segmenting all passenger vehicle trips into two segments - "low" and "high" - and intend to keep it going forward. VOTs are passenger - low VOT = \$9/h (1996\$), passenger - high VOT = \$27/h (1996\$), and truck = \$54/h (1996\$)	10/13/2017 2:37 PM
17	We do not. We have attempted to assign based on VOT, but the results were not better than our time based assignment	10/13/2017 2:36 PM
18	No. We've tested generalized cost functions and got mixed results. We plan on doing more analysis and hope to implement VOTs.	10/13/2017 2:30 PM
19	Yes ... segment by auto occupancy and trip purposes. Every combination of auto occupancy and trip purposes has its own VOT	10/13/2017 2:20 PM
20	We are using a continuous distribution of the value of time. This distribution is discretized into 10 bins by vehicle class	10/13/2017 2:18 PM

## Highway Assignment Value of Time

21	Single value of time (\$9/hr)	10/12/2017 2:36 PM
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