

An Illustrated Comparison of Activity-Based and Trip-Based Models in Utah

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Table of contents

1	Introduction	6
2	Literature Review	7
2.1	Overview of Model Types	8
2.2	Comparison of Modeling Frameworks	9
2.2.1	Population Data	9
2.2.2	Travel Behavior	10
2.3	Lack of ABM Adoption	14
2.4	Research Gap	15
3	Methodology	17
3.1	Models to Use	17
3.2	Scenarios to Forecast	17
3.2.1	Increasing FrontRunner	17
3.2.2	Prison Site Redevelopment	18
3.2.3	Work from Home	19
3.3	Computational resources?	20
	References	21

List of Figures

2.1	Example “information pipeline” for a trip-based model and an ABM.	11
2.2	Example network assignment using aggregate data.	13
2.3	Example network assignment using a synthetic population allows an individual’s travel to be tracked. In the tour-based approach, an attempt is made to make the trips consistent with each other.	14
3.1	draper prison location	18
3.2	new transit	19

List of Tables

3.1 the point se data	18
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List of Acronyms

ABM activity-based model
BRT bus rapid transit
DAP daily activity pattern
TAZ transportation analysis zone
WFRC Wasatch Front Regional Council

1 Introduction

Activity-based models (ABMs) have been championed by researchers and many practitioners as being theoretically superior to the trip-based models historically used in transportation planning efforts since the 1950's.

Despite the theoretical benefits, many agencies have delayed or declined to transition to an ABM citing additional data requirements, staff training, computational resources, and related concerns. There is also not a consensus that ABMs result in better infrastructure volume forecasts, the primary—or even sole—purpose of many regions' travel demand analysis efforts.

In this research, we investigate the quality and characteristics of travel analyses enabled by an ABM. We do this by applying an array of infrastructure and behavior scenarios to both an ABM and a trip-based model representing the Wasatch Front (Salt Lake City) region of Utah, USA. The results will compare the implications of each model and help inform agencies that are considering adopting an ABM.

The document proceeds in a typical fashion: Chapter 2 provides a discussion of the differences between trip-based models and ABMs, alongside a discussion of previous studies examining the theoretical and analytical benefits of each framework. Chapter 3 first describes the model frameworks used in this research, namely the regional trip-based model and an activity-based model constructed to support research activities in the region; this section also describes three scenarios designed to test the usefulness and applicability of the different model frameworks. **2.3 Results** describes the scenario findings, alongside a discussion of their limitations and implications. **2.4 Conclusions** provides a series of recommendations and opportunities for future research.

2 Literature Review

Travel demand modeling in the modern sense has its origins in the 1950's, with the Chicago Area Transportation Study (Chicago Area Transportation Study 1959) being one of the first urban planning studies to use the now-ubiquitous “four-step” modeling framework (McNally 2007). Up until this point, most urban transportation planning used existing demand or uniform-growth travel forecasts to model travel demand, but the Chicago Study used a combination of trip generation, trip distribution, modal split, and network assignment models to more accurately represent travel behavior (Weiner 1997). Since then, there have been numerous studies iterating on the “four-step” (more appropriately termed “trip-based”) framework, and models of this type are now the primary tool used in forecasting travel demand across the United States (Park et al. 2020).

These trip-based models are not without problems, however. Rasouli and Timmermans (2014) give several shortcomings of trip-based models. First, they use several sub-models that are (implicitly or explicitly) assumed independent, and this can result in a lack of consistency or integrity between sub-models; for example, the assumed value of time in the mode choice model might be radically different than the assumed value of time in the tolling assignment model. Second, they are strongly aggregated in nature, which can cause significant aggregation bias with high and low values excluded. Finally, they lack “behavioral realism”—that is, they do not have a concept of individuals making decisions, which is what travel behavior actually is.

Jones (1979) proposed an alternative to the trip-based paradigm, namely an “activity-based” framework that models daily activity patterns at an individual rather than aggregate level. An activity-based model (ABM) places the focus on “activities” rather than “trips” as the basic unit of analysis, and predicts a sequence of activities for each individual and household, with information such as activity location, start time, and duration, using a high level of temporal and spatial granularity. “Trips” are then journeys from one activity to the next (Pinjari and Bhat 2011). By adopting this activity-centric framework, ABMs provide a more consistent and comprehensive representation of travel behavior. They take into account complex dependencies and interactions within the model as a whole and at an individual level. ABMs acknowledge that travel choices are not made in isolation, but rather influenced by the preceding activities. This means that e.g. if an individual takes transit to work, they will not be able to drive home. ABMs therefore present a more conceptually accurate model of actual travel behavior than traditional trip-based models.

Despite these advantages, however, many agencies have yet to adopt ABMs, instead continuing to use trip-based models (Miller 2023). While ABMs are superior in certain aspects, they also have disadvantages, such as requiring more detailed input data and greater computational resources. It is also not always clear if ABMs provide substantially better forecasts than their trip-based counterparts, nor if this tradeoff is worth it for every agency. This literature review presents an overview of both modeling frameworks, and discusses the advantages and disadvantages of using an ABM.

2.1 Overview of Model Types

Trip-based models are often referred to as “four-step” models due to their four fundamental sub-models: trip generation, trip distribution, mode choice, and network assignment (National Academies 2012, 28). They can be more complicated than this, possibly including integration with a land use forecast, iteration between mode and destination choice, etc., but the “four steps” are the central component of any of these models (McNally 2007).

In a typical trip-based model, travel demand is predicted based on aggregate population data, often delineated by each transportation analysis zone (TAZ). Each sub-model relies on this aggregate data; for example, the modal split sub-model will often use average TAZ income as an input (National Academies 2012, 14). This means that the trip production model and the trip distribution model must produce origin-destination matrices that are segmented by income group, whether income is shown to influence trip production rates or not. Regardless of the segmentation variables used in the first three model steps, the resulting trip matrices by mode and time of day are then assigned to a transportation network (there are various algorithms for doing so, see Ortúzar and Willumsen (2011)). At this point, most remaining segmentation—trips by zero-vehicle households, trips by high-income workers, etc.—is pooled together and lost from further analysis.

Activity-based models differ significantly from this approach. Rather than using aggregate data, ABMs use data representing an actual or synthetic population, with individual person and household data (Vovsha, Bradley, and Bowman 2005). These models use an activity or tour scheduler to assign a daily activity pattern (DAP) of zero or more tours to each individual (*n.b.* a tour is a series of trips that begin and end at home). These DAPs are restricted temporally, spatially, and modally; i.e., each person has a logical and followable sequence of trips and activities (Bowman 1998). A “drive alone” trip from work to lunch, for example, cannot be made if transit was taken to work. ABMs output a list of tours and trips by person, time, location, and type, and these can then be assigned to a transportation network in a similar manner as in a trip-based model.

2.2 Comparison of Modeling Frameworks

In discussing the differences between ABMs and trip-based models, there are really two comparisons that need to be made: how the population data is structured, and how travel is organized. Trip-based models generally use aggregate population data while ABMs use a synthetic population, and trip-based models organize travel into trips while ABMs organize travel into activities and tours. The following sections will explain these different aspects of travel demand modeling and discuss the claimed advantages and disadvantages of each.

2.2.1 Population Data

The aggregate population data used in trip-based models can be varied in origin and level of detail, but the basic concept is the same: the study area is organized into generally small zones, and certain demographic and socioeconomic data is known or obtained for each zone (National Academies 2012, 14). This includes data such as number of households, average household income, population, number of workers, etc. Based on this information, the zone can be segmented along arbitrary variables. For example, since households with more workers and more vehicles tend to make more work trips, it is useful to estimate the distribution of households in each zone along these two variables. Then, average trip production rates are determined for each household category (e.g. for households with each number of workers by vehicles), and the total number of trips produced in a zone is calculated based on these rates (National Academies 2012, 37).

This approach is relatively straightforward: the required input data is usually easy to obtain, the trip generation models are often simple, and it is computationally inexpensive (National Academies 2012). However, any desired grouping for analysis must be a part of this segmentation in each model step. An analysis based on parents'/adults' highest received education, for example, would require determining the number of households in each TAZ with each possible combination of education level. This can be done, but more detailed and varied analyses would require more segmentation, greatly increasing the number of classifications needed. Since these variables need to be carried through each model step, trip rates etc. need to be estimated for every classification, and while real-world data may exist, sample sizes approach zero very quickly, and so the estimates have little statistical value (Moeckel et al. 2020; National Academies 2012).

This becomes a particular issue in equity analysis because it is perhaps impossible to determine equitable distribution of “winners” and “losers” of a potential policy without using demographic variables in the trip generation and destination and model choice steps (Bills and Walker 2017). Though many studies have shown that trip production and mode choice behavior differ by ethnic group even after controlling for income, including such variables in trip-based models is problematic. Does coding such a variable in a mode choice model represent discrimination? Or does doing so assert that present differences resulting from unequal

opportunity will persist into the future planning years? Regardless the reasons for their exclusion, these variables consequently cannot be used in a post-hoc analysis of a transportation policy because the trip matrices do not contain the adequate segmentation.

An alternative approach to population data is to use a full synthetic population. A synthetic population takes demographic and socioeconomic data at various levels of detail to create a “population” with generally the same distribution as the study area (National Academies 2012, 93). The goal is to have a population that is functionally similar to the actual population, but without the privacy concerns of using real individual household data. Castiglione et al. (2006) argue that the major advantage with this approach is that the demographic and socioeconomic data is known at the person and household level, rather than the zone level, and this data remains available throughout the modeling process. This allows, for example, an equity analysis to determine the “winners” and “losers” of a proposed development without needing to encode demographic variables into each step of the model.

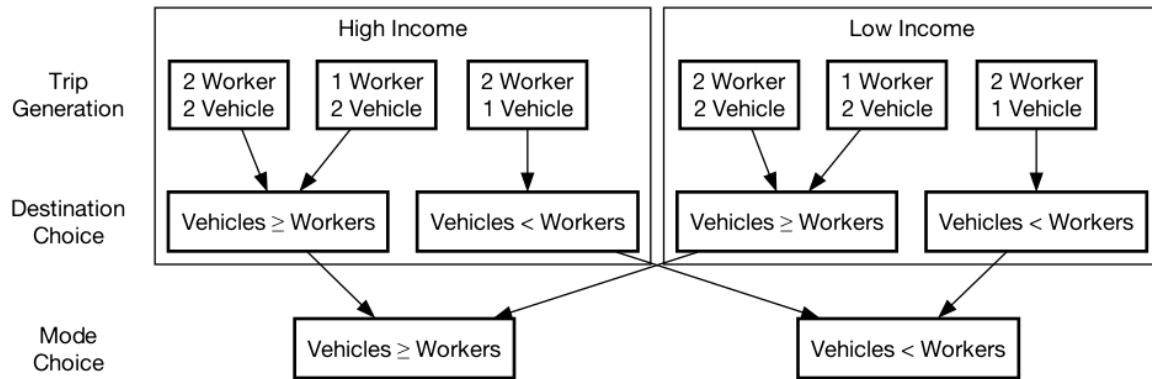
Bills and Walker (2017) used the 2000 Bay Area Travel Survey to create a synthetic population and compare the effects that certain scenarios had on high income and low income populations. With a 20% reduction in travel cost, they saw that high income workers benefited more than low income workers. They did similar comparisons for scenarios involving reduced travel times for different mode choices and were able to see the effects each scenario had on the high and low income workers. These types of analysis, which are not possible with aggregate population data, can be very valuable in transportation planning and policy making.

It is important to note that while many connect them only with ABMs, synthetic populations can be used in running trip-based models as well. Trip-based models using a synthetic population—often called trip-based microsimulation models—do exist (see Walker (2005) and Moeckel et al. (2020)), but these are relatively rare.

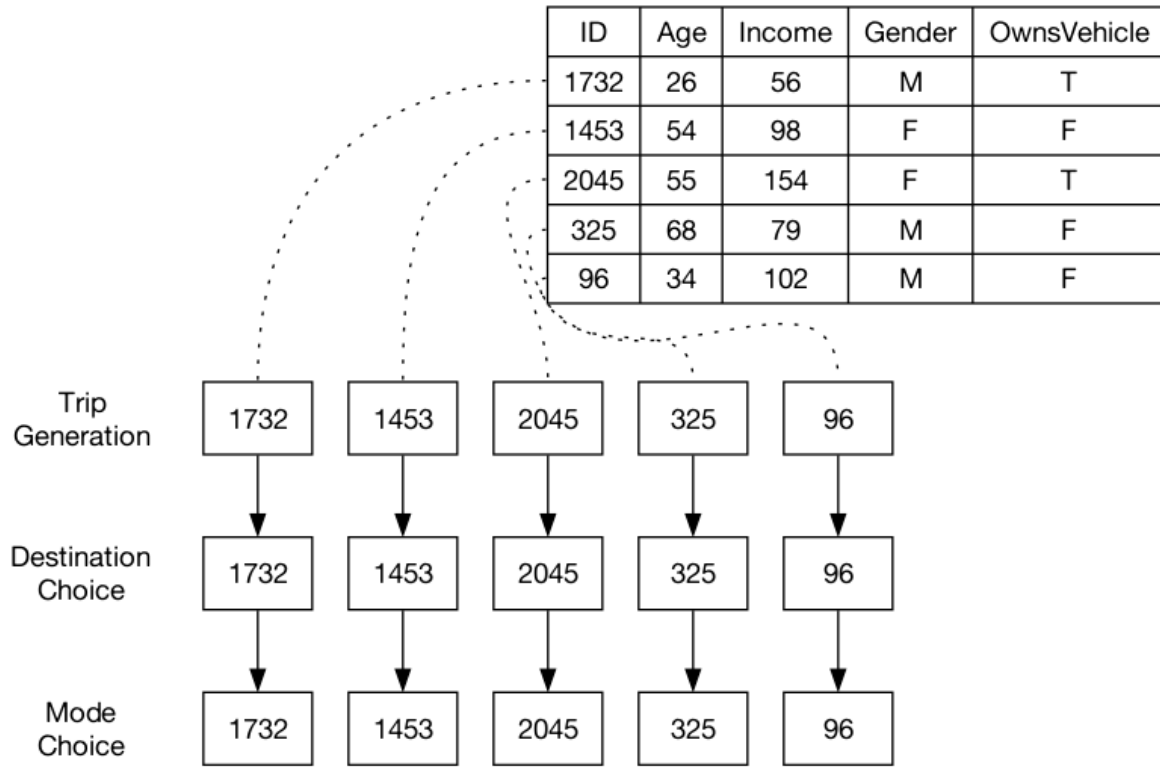
Figure 2.1 gives a visualization of an example “information pipeline” for a trip-based model using aggregate data and one using a synthetic population. In the aggregate data model, it is impossible to know which trips are made by e.g. 2-worker, 1-vehicle, low-income households, only which trips are made by households with fewer vehicles than workers. With a synthetic population, however, *individuals* are being modeled, and so each trip can be traced to a specific person. All information is known at each point in the model regardless of which data is used in previous steps.

2.2.2 Travel Behavior

The other primary difference between trip-based models and ABMs—and the main difference from trip-based microsimulation models—is that ABMs organize travel into “tours”, a sequence of trips that begin and end at the home, rather than just trips. It should be noted that Miller (2023) argues that many current “activity-based” models ought to rather be labelled “tour-based” due to this focus on building tours. This is contrasted with “activity scheduling” models, in which activity participation is modeled explicitly and trips emerge as the means to



(a) Trip-based



(b) Activity-based

Figure 2.1: Example “information pipeline” for a trip-based model and an ABM.

get from one activity to the next. However, in practice there are few true “activity scheduling” models, and the term “activity-based” is used to refer to both these and “tour-based” models.

In a typical trip-based model, trips are forecasted based on empirical trip rates, usually by trip purpose and by household type (for example, low-income, 1-vehicle households make a certain number of “home-based work” trips) (McNally 2007). These trips are then assigned an origin and destination, mode, and often a time of day (peak/off-peak, etc.), and the result is a list of trips between each zone by mode and purpose. A trip-based microsimulation model may use regression models rather than aggregate data for some of the model steps (Moeckel et al. 2020), but the end result is similar: a list of trips by person, noting mode and purpose. However, this trip list may be inconsistent, and the forecasted trips may not be physically possible to complete in any sequence, as there is no sense of “trip-chaining”. The hope, though, is that over an area the inconsistencies would cancel out, leaving an overall accurate forecast.

ABMs, on the other hand, model *tours* rather than trips. This attempts to create consistency in trip origins/destinations, mode choice, and time of day: since each trip is a part of a “chain” (tour), the trips within a tour are dependent on each other (Rasouli and Timmermans 2014). The open-source ABM ActivitySim (Association of Metropolitan Planning Organizations 2023), for example, has a tour-scheduling model that determines the number of “mandatory” (work, school, etc.) and “discretionary” tours each individual will make, and performs tour-level mode and destination choice for each tour. After the tour-level decisions are made, trip-level mode/destination choice is done for each trip in the tour, including the possible addition of subtrips (see Vovsha, Bradley, and Bowman (2005), fig. 18.1).

Figures 2.2 and 2.3 show an example of the trips assigned to a network in the various model forms. Figure 2.2 depicts network assignment in a typical trip-based model where the total number of trips between each zone is given. With these results, the mode and purpose of each trip is known, but, with aggregate data, there is no way of telling who made which trips other than the segmentation in the previous steps (see Figure 2.1a). It is also not possible to construct a coherent daily list of trips for individuals.

Figure 2.3, on the other hand, shows visual representations of an *individual’s* travel made possible by the use of a synthetic population. Figure 2.3a depicts the trip list that could be given for an individual in a trip-based microsimulation model. Though each individual’s trips are known, there is no guarantee of consistency between trips. For example, it could predict that the individual takes transit to work but then drives home or that the individual makes two recreational trips without ever making a return trip. The activity-based approach, depicted in Figure 2.3b, attempts to add this consistency by modeling tours, and only generating trips consistent with each tour.

In addition to intra-person dependencies, Rasouli and Timmermans (2014) note that ABMs can model dependencies between members of a household as well. A vehicle can’t be used by multiple people in the same household at the same time to travel to different destinations. Because the people within the household will have travel patterns that depend on the patterns of others in the household, a policy affecting one person in the household can affect everyone

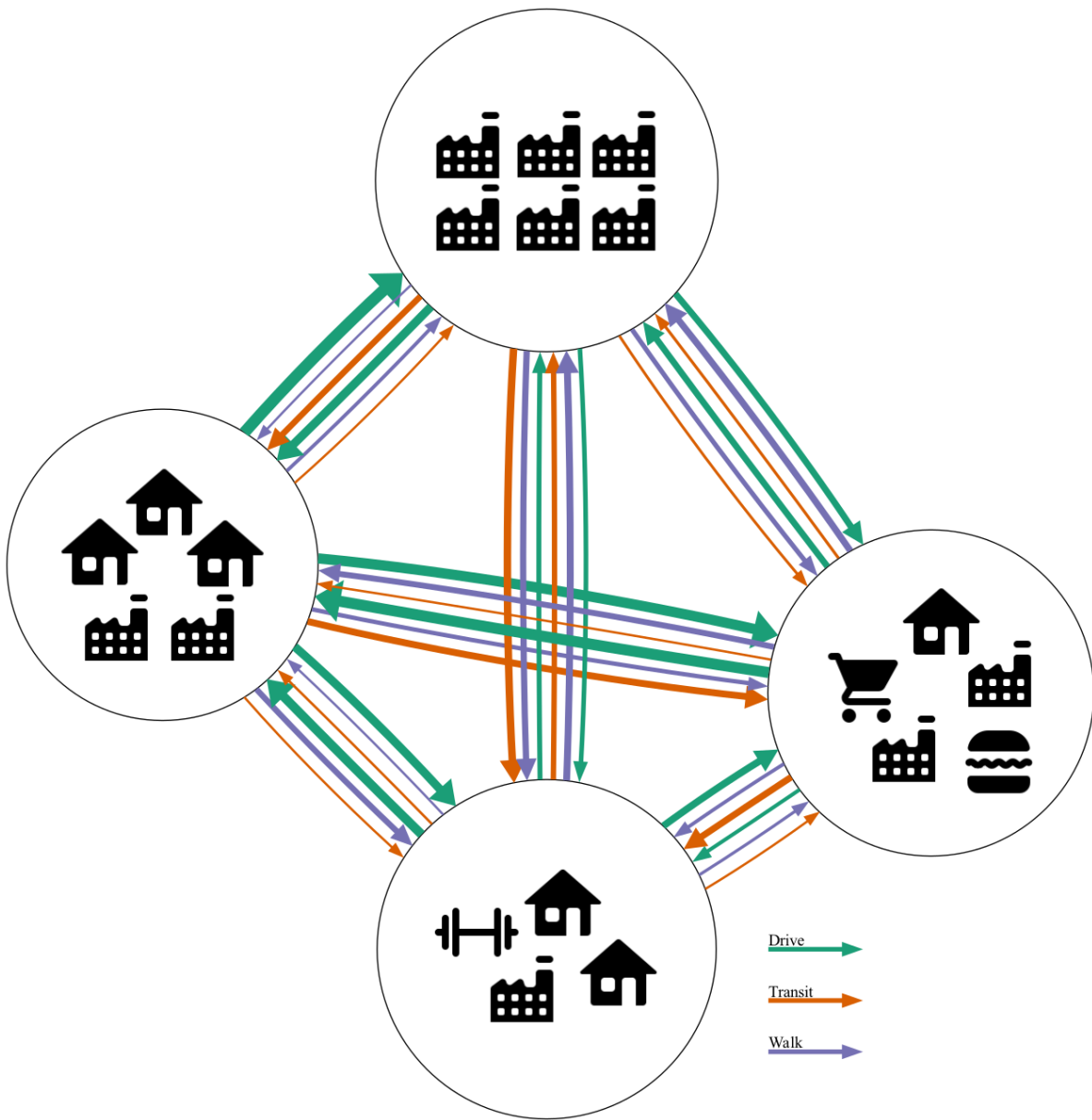


Figure 2.2: Example network assignment using aggregate data. There is little information on who is making which trips, and it is not known how trips are related to each other.

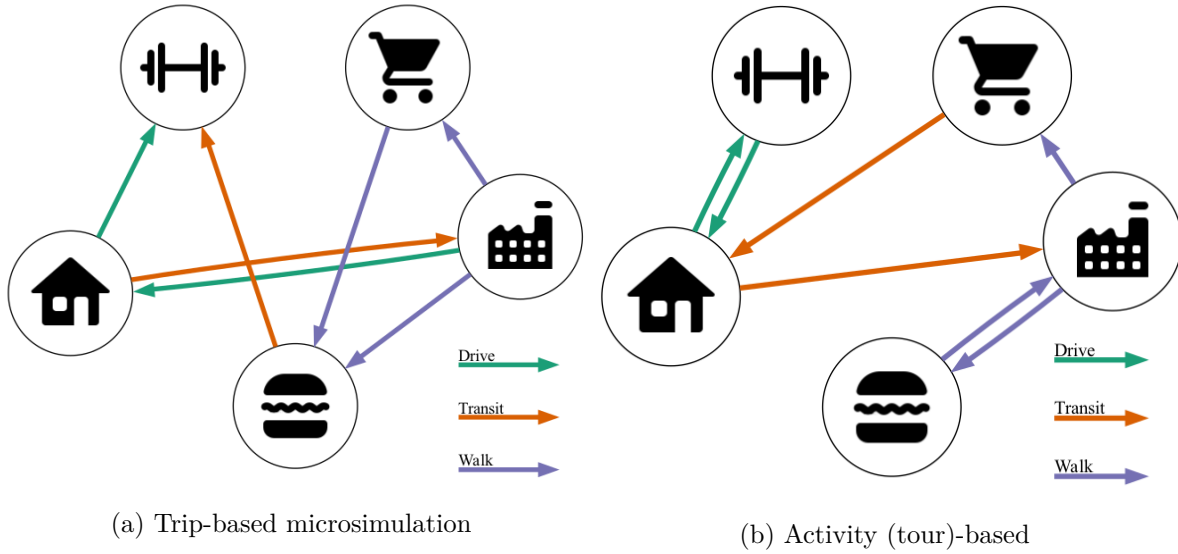


Figure 2.3: Example network assignment using a synthetic population allows an individual’s travel to be tracked. In the tour-based approach, an attempt is made to make the trips consistent with each other.

in the household no matter how directly the policy connects to them (Vovsha, Bradley, and Bowman 2005). These effects aren’t possible to forecast in a trip-based model.

Another advantage of organizing travel into tours comes regarding accessibility analyses. Dong et al. (2006) note that when trip-based models are used to analyze accessibility, each zone must be analyzed independently of travel behavior. This approach only analyzes zones’ proximity to each other and does not take into account individual travel patterns. They argue that this is a limited view of accessibility, and discuss the “activity-based accessibility measure” (ABA), which is evaluated based on all trips in a day rather than particular trips. As an example, if an individual doesn’t live within a 20-minute drive of a grocery store, traditional measures might rate this as poor accessibility. However, if they travel to a park with a nearby grocery store as part of their DAP, then in reality the accessibility should be rated much higher. This proximity may even influence *which* park is chosen. Overall, they found that the ABA predicts more reasonable accessibility outcomes compared to traditional measures.

2.3 Lack of ABM Adoption

Though ABMs have many clear advantages over trip-based models, adoption among agencies has been relatively slow. Many ABMs are implemented in proprietary software, which creates difficulty in maintaining and iterating on the model, Miller (2023) argues. Even in an open-source model like ActivitySim (Association of Metropolitan Planning Organizations 2023),

Miller notes several disadvantages of ABMs:

- Computational inefficiency and complicated program design: ABMs take more time, more computing power, and more money to run. This is because the synthetic population needed to run an ABM uses much more data. In areas with thousands of TAZs and millions of people, a super computer is needed, and it will cost much more than what is spent to run trip based models. If a city can see similar results using a trip based model, they may decide not to invest in an ABM.
- Absence of a standard model system: The modeling systems are often designed with different approaches and for specific areas making it hard to transfer from one urban area to another. This also makes it difficult for agencies to determine which approach is the best and decide which to implement. In relation to this, Miller also states that the pressures of publishing unique and ground-breaking research in academia can deter researchers from converging towards best theories and methods.
- Lack of resources: Most of these models were developed in academic settings which often lack resources, and possibly desire, to put them into practice. This leaves it up to governments and consultants to put the models into practice, but they can be hesitant to promote software development and to invest in new systems.

Because of these reasons, as well as the inertia of current practices, trip-based models remain in use by the majority of agencies and organizations in the US.

2.4 Research Gap

Though there has been much research on ABMs and their theoretical advantages, practical comparisons of the model frameworks have been limited. It is often taken as given that ABMs are unilaterally superior to traditional trip-based models due to their better theoretical foundation, but it is not clear if that better foundation always yields better results in terms of analytical flexibility or policy outcomes. Ferdous et al. (2012) compared the trip- and activity-based model frameworks of the Mid-Ohio Regional Planning Commission and found that the ABM performed slightly better at the region level, but about the same at the project level. This is not an overwhelming victory for ABMs, and so based on this an agency may reasonably decide that the increase in data, computational, training, and potentially financial requirements outweigh the potential gains of switching to an ABM.

Ferdous et al. (2012), however, mainly compared the *accuracy* of the two frameworks, but did not address the methodological differences between them. What types of data collection/synthesis are needed for each model type? Are there analyses that can only be done through (or that are made easier by) one of the model types? What would an agency need in order to transition from a trip-based model to an ABM? Are certain types of scenarios suited to one model type? Though some of these questions have been discussed (see e.g. Lemp,

McWethy, and Kockelman 2007), a holistic methodological comparison is lacking. Additionally, the answers in the current literature are mainly theoretical, with little use to an agency considering the transition.

This research aims to answer these questions by providing a side-by-side comparison of a potential trip-based and activity-based modeling methodology. Several “proposed development” scenarios are run in each model, and the strengths and weaknesses of each approach are compared. It is important to note that this paper is not focused on model accuracy, as in any model type this can be adjusted dramatically through calibration efforts. Rather, the focus is on the methodological differences between the approaches, and the types of analyses that can be done with each model type.

3 Methodology

This section lists our methodology.

We will compare models...

We will forecast several scenarios.

3.1 Models to Use

WFRC Model, where it is from, etc.

Activitysim, where it is from, etc.

We are getting the input zonal SE data from the WFRC model and using that as targets for our synthetic population generation (via Populationsim).

3.2 Scenarios to Forecast

Here are the scenarios.

3.2.1 Increasing FrontRunner

The Frontrunner is a commuter rail line...

We will increase the frequency and speed by...

We need to adjust the skims for transit. This is done by updating the transit schedule and speed etc., then generating new skims.

3.2.2 Prison Site Redevelopment

Near Draper, Utah there is a defunct prison site that is slated for redevelopment (see Figure 3.1). The 600-acre site will be developed into a multi-use residential and commercial area, with an emphasis on walkability and transit. A bus rapid transit (BRT) line is planned to run through the development to the Draper FrontRunner station, and across I-15 to Lehi, Utah. This scenario is to model this development and its effect on transportation demand.

Two things will need to be done to create this model scenario: updating the land use and socioeconomic data, and adding the transit line(s). The first is relatively straightforward. Looking at information from the Point of the Mountain State Land Authority ([state_land_authority_framework_2021?](#)), we estimate the increase in population and employment as shown in Table 3.1. It is important to note that the development spans two TAZs (see Figure 3.2), and so the socioeconomic data are spread out across them.

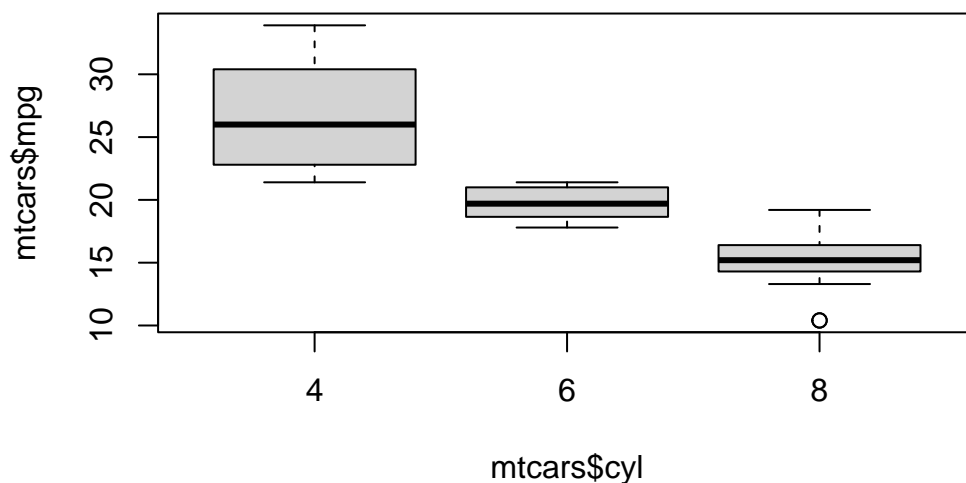


Figure 3.1: draper prison location

Table 3.1: the point se data

	mpg	cyl	disp	hp	drat	wt	qsec	vs	am	gear	carb
Mazda RX4	21.0	6	160	110	3.90	2.620	16.46	0	1	4	4
Mazda RX4 Wag	21.0	6	160	110	3.90	2.875	17.02	0	1	4	4
Datsun 710	22.8	4	108	93	3.85	2.320	18.61	1	1	4	1
Hornet 4 Drive	21.4	6	258	110	3.08	3.215	19.44	1	0	3	1
Hornet	18.7	8	360	175	3.15	3.440	17.02	0	0	3	2
Sportabout											
Valiant	18.1	6	225	105	2.76	3.460	20.22	1	0	3	1

This zonal data is used directly in the Wasatch Front Regional Council (WFRC) model, but a new synthetic population is needed for ActivitySim. We used the zonal data as new targets....

To add the transit line(s), we had to estimate a schedule. Similar to other BRT lines in the area such as the UVX, we estimated the BRT line to the FrontRunner station to have a headway of XXX minutes during peak hours and XXX minutes off-peak. We also estimated the stop locations, as it is unclear where the stops are outside the development (other than the FrontRunner station). Figure 3.2 shows the new transit lines assumed along with the TAZ map of the area.

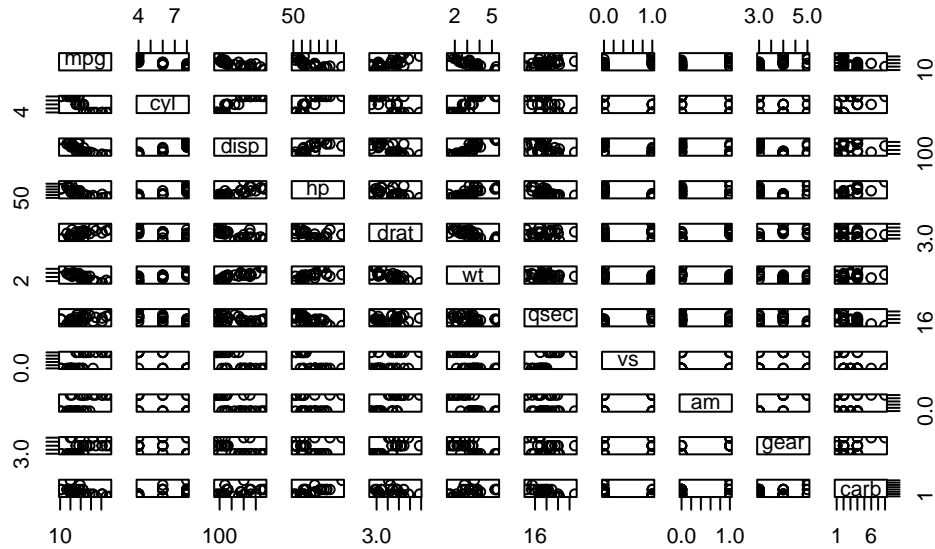


Figure 3.2: new transit

Encoding this information is straightforward in both models, as transit data is a direct input in both cases.

3.2.3 Work from Home

We will model more people working from home.

It is not obvious what the best method is; here are articles about it.

How we modeled it...

For the WFRC model, we will probably just decrease the trip rates. It's not exactly clear by how much, but we can estimate it based on... (possibly articles doing a similar thing, maybe WFRC itself has data). We probably also will have to increase the HBO trip rates since WFH increases discretionary trips. We also may need to adjust the trip length distribution curves, since WFH propensity is a function of distance (we think,).

For Activitysim, we probably will generate a random number for each worker, and based on the type of job they have they also have a certain probability of WFH. If they WFH, then they make no work tours, and maybe more discretionary tours. If they would have made 2+ work tours, then maybe they make 1 fewer work tour.

3.3 Computational resources?

Describe BEAST and the BYU Supercomputer.

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