

User's Manual and Final Modelling Report

NJDOT 2012-13: *Integration of Bus Stop Count Data with Census data for Improving Bus Service and Efficiency*

Prepared for New Jersey Department of Transportation and NJ Transit

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TABLE OF CONTENTS

1	Tables and Figures.....	4
2	Overview	6
2.1	Transit Demand Modeling	6
2.2	User's Guide	6
3	Admin Tool.....	7
3.1	User's Guide - Right Pane.....	7
3.2	Left Navigation Pane	8
3.2.1	Left Navigation - Market Areas	8
3.2.2	Left Navigation - Data Sources.....	8
3.3	Dashboard.....	8
3.3.1	Dashboard - Center Pane	8
3.4	Market Areas.....	9
3.4.1	Overview (Market Areas>Atlantic City)	9
3.4.2	Add Market Area.....	16
3.4.3	Modelling	18
3.5	Data Sources	23
3.5.1	GTFS	23
3.5.2	ACS	24
3.6	Map View	26
3.6.1	Modeling View – How to use Map View to Run Models	26
3.6.2	Model Analysis.....	28
3.6.3	GTFS View	29
3.6.4	Census View	30
4	Atlantic City.....	31
4.1	Introduction	31
4.2	Meta Data	31
4.3	Descriptive Statistics	32
4.4	Correlations.....	34
4.5	Regression Methodology	35
4.6	Atlantic City Model Development.....	35
4.7	Atlantic City Regression Equation	36
4.8	Implementing Regression Models For Microsimulation.....	36

4.8.1	Find the number of riders predicted by the regression model for the tract	37
4.8.2	The Regression Model Equation	38
4.8.3	ACS Regression Ratio	38
4.8.4	CTPP Home Tract to Work Tract Counts	38
4.8.5	All resulting trips are added to our trip table to be simulated by the modeling software.	39
4.8.6	The trip is microsimulated using Open Trip Planner.....	39
4.8.7	Model Analysis	39
4.8.8	Implementing Regression Models Flow Chart	39
4.9	Model Validation (includes: Model Outputs, Observations on Model Output)	40
4.9.1	Model Outputs	40
4.9.2	Observations on Model Outputs.....	41
5	APPENDIX A: Overview on Building Regression Models	43
5.1	Extract Census Tracts from Web Tool.....	43
5.2	Creating a Data Rich GIS File	43
5.3	GeoDA	44

1 TABLES AND FIGURES

Table 1 Regression Modelling	6
Table 2 Atlantic City, Descriptive Census Statistics.....	32
Table 3 Atlantic City, Correlations	34
Table 4 Atlantic City, Regression Model Development	35
Table 5 Trip Table Algorithm, Census Tract Variables	37
Table 6 Trip Table Output	38
Table 7 Atlantic City4 Regression Model vs. Farebox. Distribution Graph of Riders by Route ID.....	40
Table 8 Atlantic City4 Regression Model vs. Farebox. Distribution Graph of Riders by Route ID	42
 Figure 1 Map Viewer.....	6
Figure 2 Admin Tool	6
Figure 3 Admin Tool, Dashboard	7
Figure 4 Admin Tool, Right Pane User's Guide	7
Figure 5 Admin Tool, Left Navigation Pane.....	8
Figure 6 Admin Tool, Dashboard, Center Pane.....	8
Figure 7 Admin Tool, Market Area Overview	9
Figure 8 Admin Tool, Market Area Overview, Tabs	9
Figure 9 Admin Tool, Market Area Overview, Census Data Table	10
Figure 10 Admin Tool, Market Area Overview, Census Data Graph Section	10
Figure 11 Overview Section, Map and Right Side Data Box.....	11
Figure 12 Admin Tool, Overview Section, Illustration of Graph Selection Changing Data Box	11
Figure 13 Data Set Tabs	12
Figure 14 Data Source Dropdown	12
Figure 15 Market Area Overview, CTPP Map.....	12
Figure 16 Illustration of Mouse-over Highlighting Census Tract	12
Figure 17 CTPP Bus-to-Work Outbound Trips from Chosen Census Tract	13
Figure 18 CTPP Inbound Trips to the Chosen Census Tract	13
Figure 19 Market Area Overview, LODES Map, Illustration of Mouseover Function	14
Figure 20 LODES All Modes Travel-to-Work Outbound from Chosen Census Tract.....	14
Figure 21 Admin Tool, Edit Market Area, Tab.....	15
Figure 22 Admin Tool, Edit Bus Routes Dropdown Menu	15
Figure 23 Admin Tool, Add Market Area	16
Figure 24 Admin Tool, Add Market Area Wizard	16
Figure 25 Admin Too,: Add Market Area Wizard Step 2	17
Figure 26 Admin Tool, Add Market Area Wizard, Step 2 Routes and Zones Map	17
Figure 27 Admin Tool, Add Market Area Wizard, Step 3 Finish.....	17
Figure 28 Admin Tool, Modelling Section.....	18
Figure 29 Admin Tool, Modelling Section, Tabs	18
Figure 30 Admin Tool, Modelling Section, Model Settings Boxes	18
Figure 31 Admin Tool, Modelling, New Model Tab, Trip Table Selections	19
Figure 32 Admin Tool, Modelling, Trip Table Map	20
Figure 33 Admin Tool, Modelling, Trip Table Map, Inbound/Outbound Toggle	20
Figure 34 Admin Tool, Jobs Dropdown	21

Figure 35 Admin Tool, Modelling, Run Model Popup Box.....	21
Figure 36 Admin Tool, Jobs Page	21
Figure 37 Admin Tool, Model Analysis.....	22
Figure 38 Admin Tool, Model Analysis, Graphs and Tables.....	22
Figure 39 Admin Tool, Data Sources Section, GTFS Upload and Manage	23
Figure 40 Loading New Data, Jobs Dropdown, Top Right Corner of Page.....	23
Figure 42 Admin Tool, Data Sources Section ACS Upload and Manage	24
Figure 41 Admin Tool, Data Sources with Chosen Settings	24
Figure 43 Jobs Dropdown	25
Figure 44 ACS Data Source Upload, New Job Created, Monitoring Process in Jobs Dropdown	25
Figure 45 Admin Tool, Left Navigation Panel, Access to Map View	26
Figure 46 Map View	26
Figure 47 Map View, Load Market Area Template	26
Figure 48 Map View, Illustration of Census Tract Removal	27
Figure 49 Map View, OD Source Selection	27
Figure 50 Map View, Trip Table Generation, Algorithm Selection	27
Figure 51 Map View, Model Time Selection	28
Figure 52 Map View, Model Name Window.....	28
Figure 53 Map View, Run Model Button, Trips Run Bar with ratio of trips run to total trips planned	28
Figure 54 Map View, with Stops and Routes Shown	29
Figure 55 Map View, Filtered to show only one stop	29
Figure 56 Map View, Census Data Shown in Chloropleth, Income \$25,000 to \$29,999	30
Figure 57 Map View, Census Data Shown in Chloropleth, Income \$30,000 to \$34,999	30
Figure 58 Map of Atlantic City by Census Tract	31
Figure 59 Admin Tool, Overview Map	36
Figure 60 Admin Tool, Overview Map with Mouseover	37
Figure 61 Flow Chart: Implementing Regression Models for Microsimulation.....	39
Figure 62 Atlantic City4 Regression Model vs. Farebox. Distribution Graph of Riders by Route ID.....	40
Figure 63 Atlantic City4 Regression Model vs. Farebox. Distribution Graph of Riders by Route ID.....	41
Figure 64 GeoDA Regression Model Output for Atlantic City, 08.04.2014.....	44

2 OVERVIEW

2.1 TRANSIT DEMAND

MODELING

This collection of tools and methodologies are intended to allow planners to assess changing transit demand in customizable market areas defined simply by GTFS routes and census geographies. The web-tool designed by AVAIL aggregates a number of data sets which are universally available in the US, such as the American Community Survey (ACS),

Census Transportation Planning Products

(CTPP) and The Longitudinal Employment and Household Dynamics (LEHD) survey, with data generated by transit agencies like GTFS and ridership surveys. These data sets are then run through an algorithm to approximate bus ridership. Custom developed software combined with Open Trip Planner is then used to microsimulate bus ridership in a given market area. The collection of tools and methodologies together, illuminate dynamics of bus ridership in a given area.

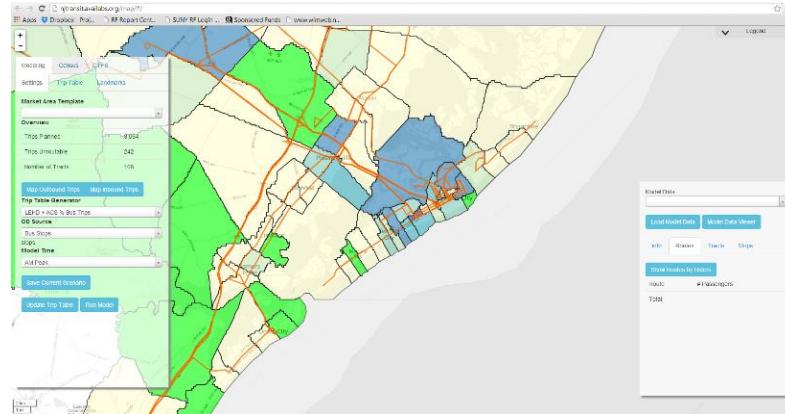


Figure 1 Map Viewer

2.2 USER'S GUIDE

This User's Guide is broken into two sections:

1. Admin Tool: This section discusses every functionality of the web tool guiding a user through the process of uploading data, creating market areas, running models, and reviewing model outputs.

2. Modeling: This section contains a summary of data elements and the regression model specifications used in the microsimulation process, including the sources of data, descriptive statistics, the correlations coefficients, regression model development and latest regression models for the three market areas; Atlantic City, Princeton/Trenton, and Paterson.

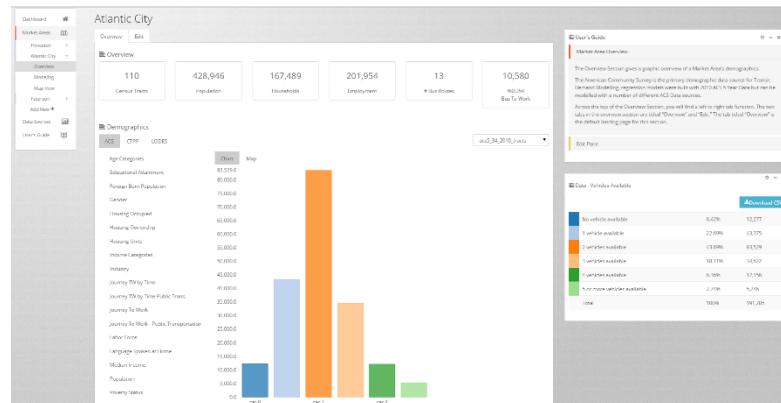


Figure 2 Admin Tool

	Atlantic City1	Atlantic City2	Atlantic City3	Atlantic City4
Dependent Variable	bus_to_wor	bus_to_wor	bus_to_wor	bus_to_wor
Constant	6.14	-23.95	-12.39	-17.40
car_0	0.77*	0.69**	.63**	.54**
car_1		0.1**	.14**	.14**
informatio			-.82**	-.76**
emp_den				.01*
R Sq.	0.56	0.59	0.61	0.63
N	110	110	110	110

Table 1 Regression Modelling

3 ADMIN TOOL

The Admin Tool contains three sections: a navigation panel on the left; a content section in the center; and a user's guide at right. As a user navigates throughout the website, the User's Guide at right changes to reflect the functionalities located in the center pane. The right panel User's Guide provides information about how to use each of the tools located in the center panel.

The Admin Tool (see Figure 3, below) is the landing page or **Dashboard** which users will see when they first sign in. This figure illustrates the Left Navigation Pane, the Center Pane, and the User's Guide at Right. A user can access a PDF of the entire User's Guide by clicking on the **User's Guide** link in the Left Navigation Pane.

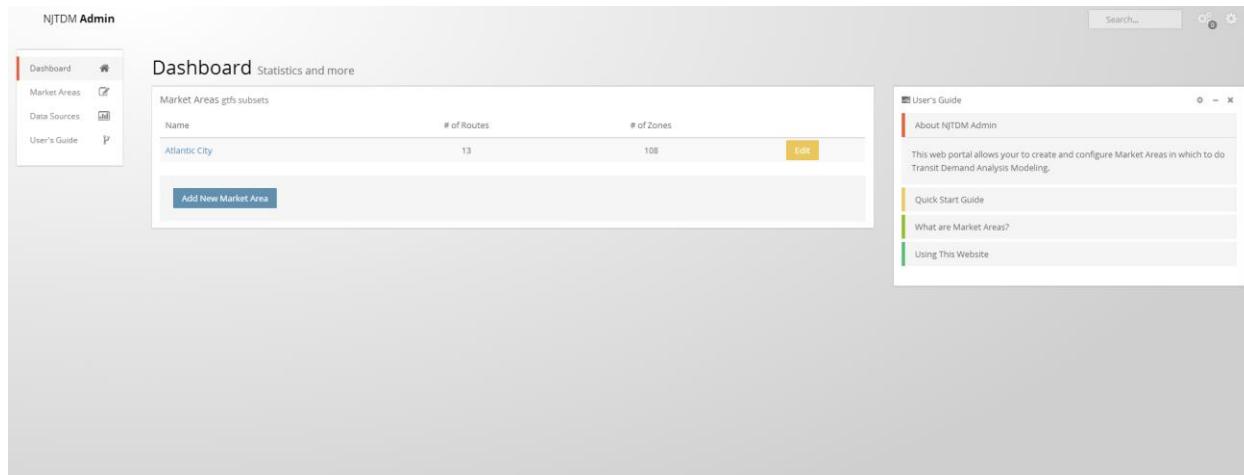


Figure 3 Admin Tool, Dashboard

3.1 USER'S GUIDE - RIGHT PANE

The Admin Tool contains a User's Guide in the Right Side Panel (see Figure 4 at right). This User's Guide contains information and instructions related to the functionalities of the Admin Tool's Center Pane.

The category titles are named for each of the functionalities and columns located in the Center Pane.

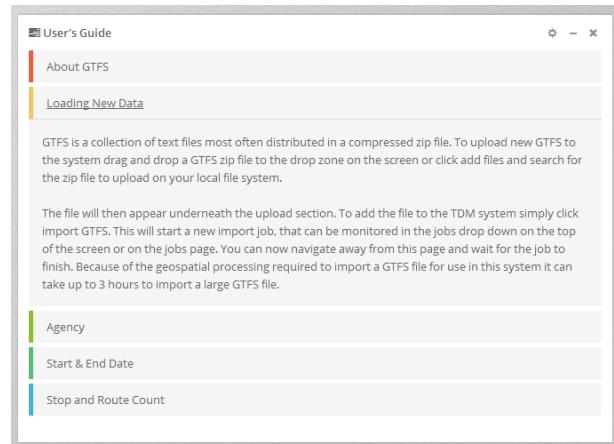


Figure 4 Admin Tool, Right Pane User's Guide

3.2 LEFT NAVIGATION PANE

Before discussing the Center Pane functionality tools or their corresponding Right Pane User's Guide sections, the following section describes the full suite of functions in the Left Navigation Pane.

3.2.1 Left Navigation - Market Areas

Selecting Market Areas opens a list of each of the models in your web tool. Below each model is an Overview, Model Runs, and access to the Map Tool.

3.2.2 Left Navigation - Data Sources

By Clicking on **Data Sources**, you open a list of each of the data sources used in building the web tool and it allows you to upload new data.

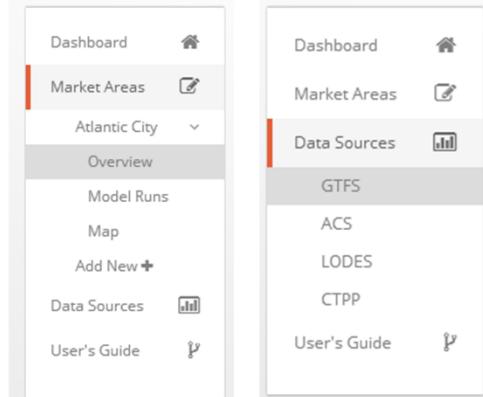


Figure 5 Admin Tool, Left Navigation Pane

3.3 DASHBOARD

Upon opening the Admin Tool, users will find the Dashboard page with the three navigation panes discussed above. The Center Pane is currently set to land on **Market Areas**. At this time, the only market area in the web tool is Atlantic City.

3.3.1 Dashboard - Center Pane



Market Areas GTFS subsets			
Name	# of Routes	# of Zones	
Atlantic City	13	108	Map
Paterson	17	382	Map
Princeton	10	69	Map

Add New Market Area

Figure 6 Admin Tool, Dashboard, Center Pane

The Center Pane has three functionalities:

1. By Clicking on the name of a city, a user can access the Overview for that city
2. The **Add New Market Area** Button is for creating a new Market area
3. The **Map** Button navigates to the Map View Tool

3.4 MARKET AREAS

When you click on **Market Areas** in the Left Navigation Panel you'll get a dropdown list of all of the Market Areas listed in your tool and an **Add New** option. At this time, the only city in this tool is Atlantic City.

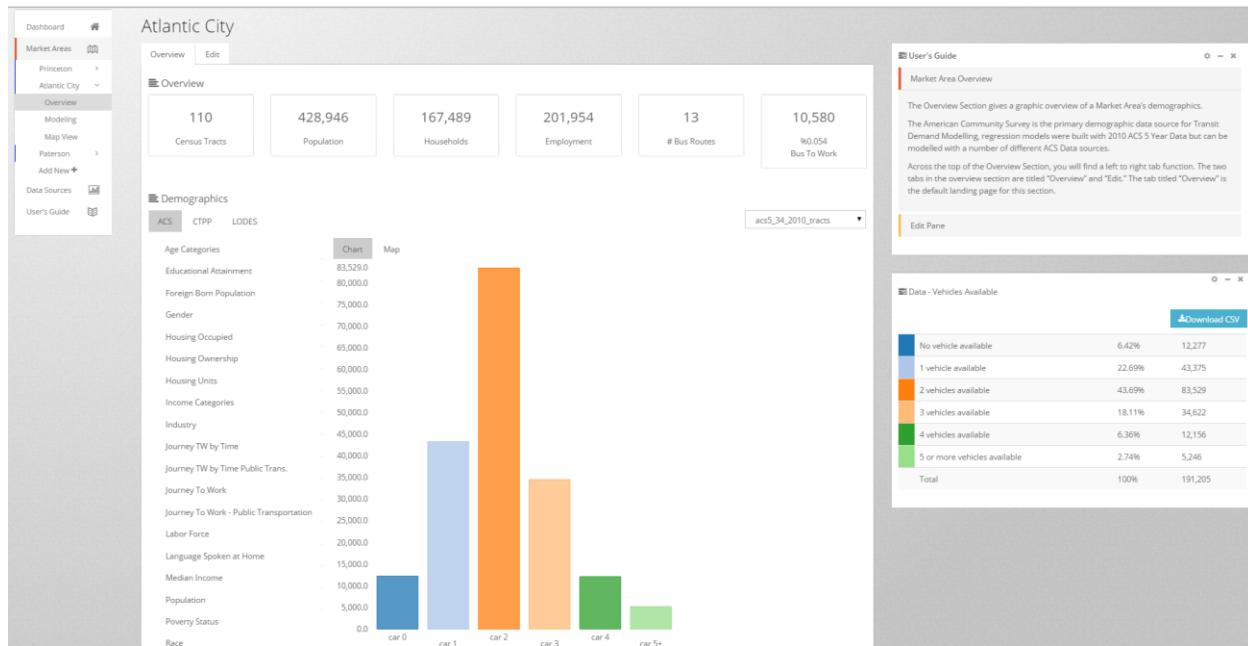
By clicking on Atlantic City, the user opens a dropdown menu that includes three sections:

1. Overview
2. Market Runs
3. Map View

3.4.1 Overview (Market Areas>Atlantic City)

The Overview Section gives a graphic overview of a Market Area's demographics.

Figure 7 Admin Tool, Market Area Overview



The Overview Section is split into three distinct areas:

- The **Center Pane** allows you to view charts and maps and to edit market area routes and census tracts.
- The **User's Guide** in the top right corner of the page will contain much of the text from this user's manual that pertains to navigating the functionalities of this section.
- The **Data Section** on the lower right section of the page allows you to see exact category numbers and percent by category. contains the **Download CSV button**, and is the control mechanism for the center pane.

Across the top of the Overview Section, you will find a left to right tab function. The two tabs in the overview section are titled **Overview** and **Edit**. The tab titled **Overview** is the default landing page for this section.



Figure 8 Admin Tool, Market Area Overview, Tabs

3.4.1.1 Overview Tab (Market Areas>Atlantic City>Overview)

In the Center Pane of the Overview Section, there is a left to right feature across the top of the page. This feature provides broad market area statistics relevant to transit modeling.

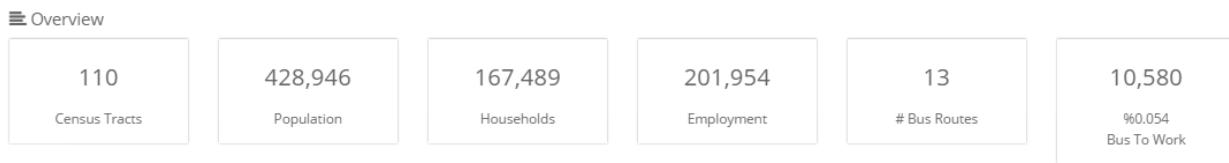


Figure 9 Admin Tool, Market Area Overview, Census Data Table

The data listed left to right above the graph includes: Census Tracts, Population, Number of Households, Number of Bus Routes, Number of people indicating “Bus to Work” on the Census, and Number of Zero Car Households.

On the left side of the Overview Center Pane, there is a column of data. The categories listed here can be clicked on and they will change the graph in the center. The data in this column includes:

Age Categories,
Education Attainment,
Employment, Foreign
Born Population,
Gender, Housing Units,
Income Categories,
Industry, Journey to
Work, Journey to Work
by Time, Language
Spoken at Home,
Population, Race, School
Enrollment and Vehicles
Available.

3.4.1.1.1 Charts and Maps

The center pane of the Overview Tab allows a user to choose between viewing market area statistics in chart form or on a census tract level map. To navigate between charts and map simply click on the labels in the top left corner of the chart.

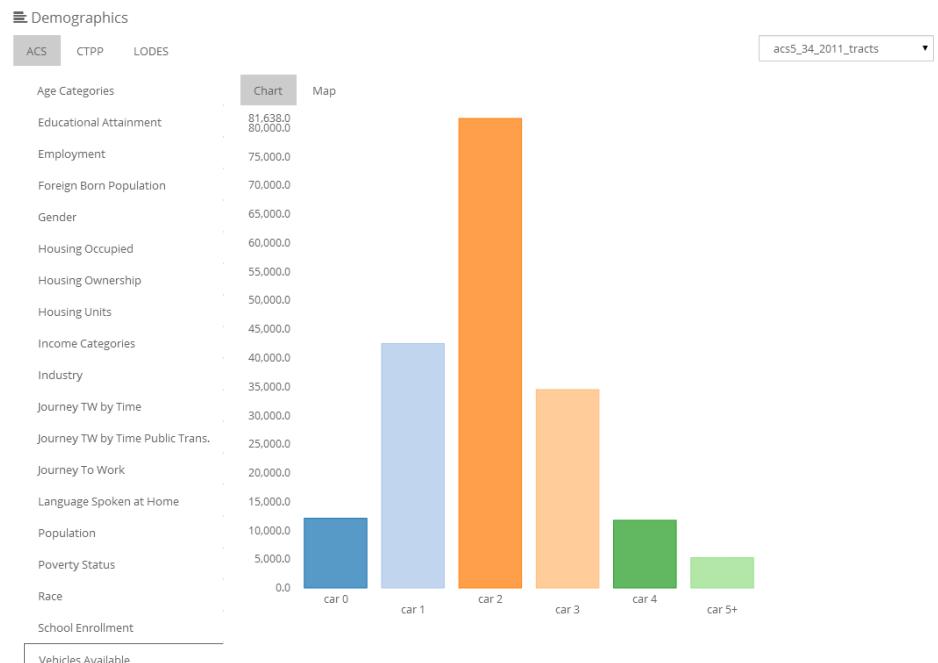


Figure 10 Admin Tool, Market Area Overview, Census Data Graph Section

3.4.1.1.1.1 Maps

The Map Section of the Overview Tab is controlled by the Data Box located in the lower right section. To see distribution of census statistics across the market area simply click on the statistic you're interested in and the map will show distribution.

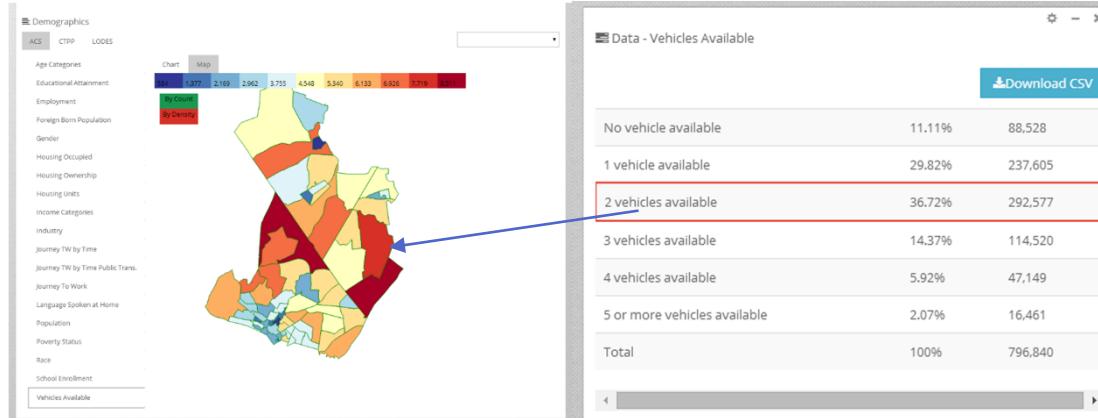


Figure 11 Overview Section, Map and Right Side Data Box

3.4.1.1.2 Data Box

The Data Box in the lower right interacts with other areas of the Overview page. The Data Box is controlled by the Demographics column and the Data Type Tabs. To change the data displayed in the Data Box at right, click on a demographic category in the column on the left side of the center pane.

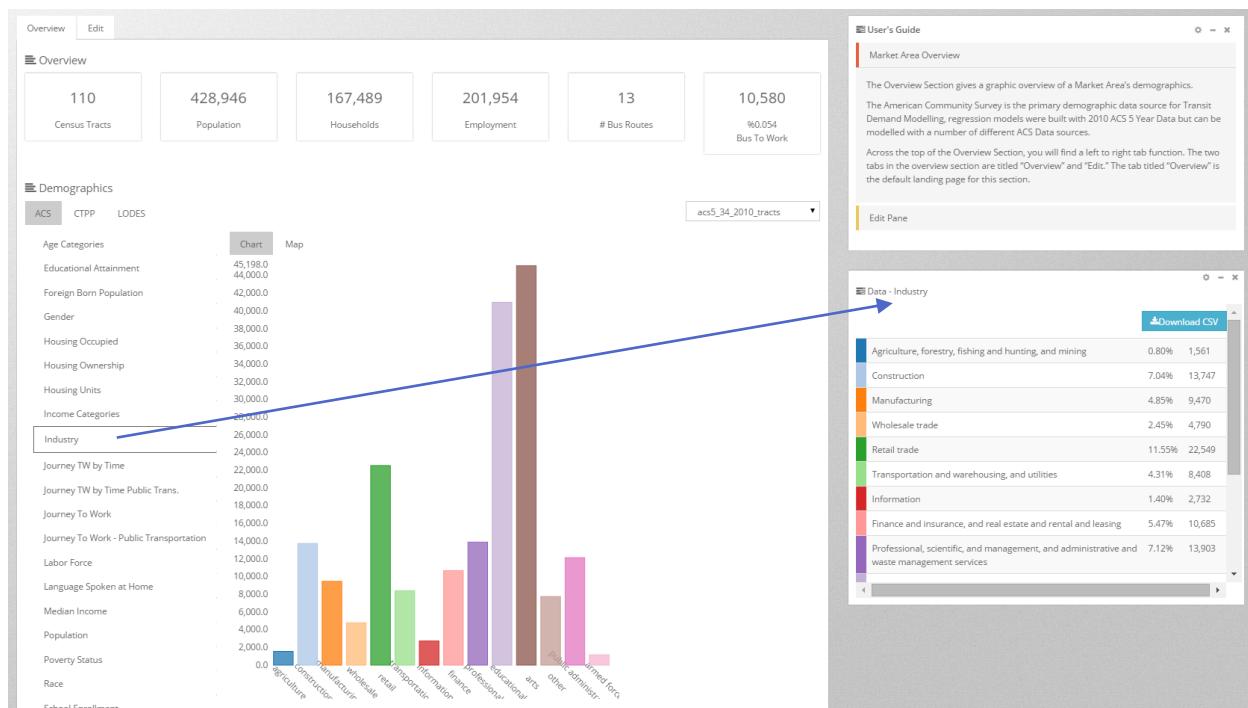


Figure 12 Admin Tool, Overview Section, Illustration of Graph Selection Changing Data Box

3.4.1.1.3 Data Sets

- Data Sets:** To change data type in the center pane of the overview section click on one of the data types located in the top left.
- Data Sources:** There is also a drop down menu to change the source of the data type. ACS 5 year, 10 year, etc.

ACS CTPP LODES

Figure 13 Data Set Tabs

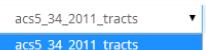


Figure 14 Data Source Dropdown

3.4.1.1.4 CTPP

The CTPP map allows a user to view home-to-work ridership data to and from census tracts. The first map that appears when you click on the CTPP tab shows the number of bus-to- work riders in each census tract. This section contains a toggle that allows the user to view outbound data and inbound.

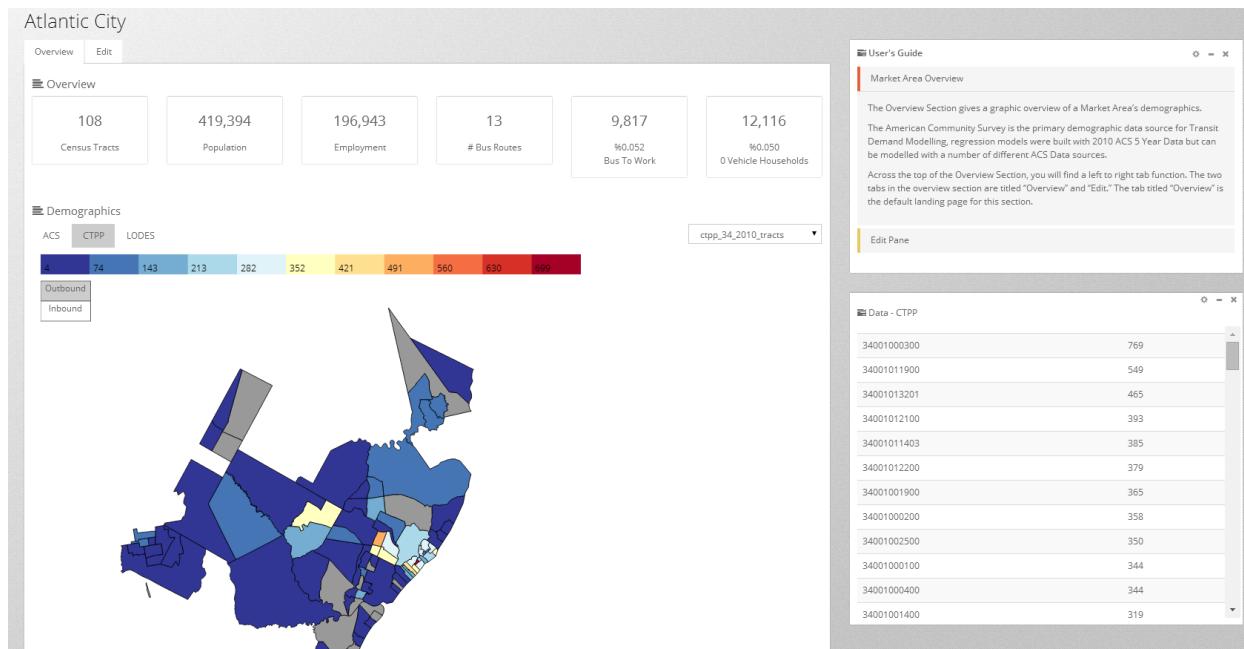


Figure 15 Market Area Overview, CTPP Map

Mousing over each census tract in the right side data table magnifies the census tract in the map.

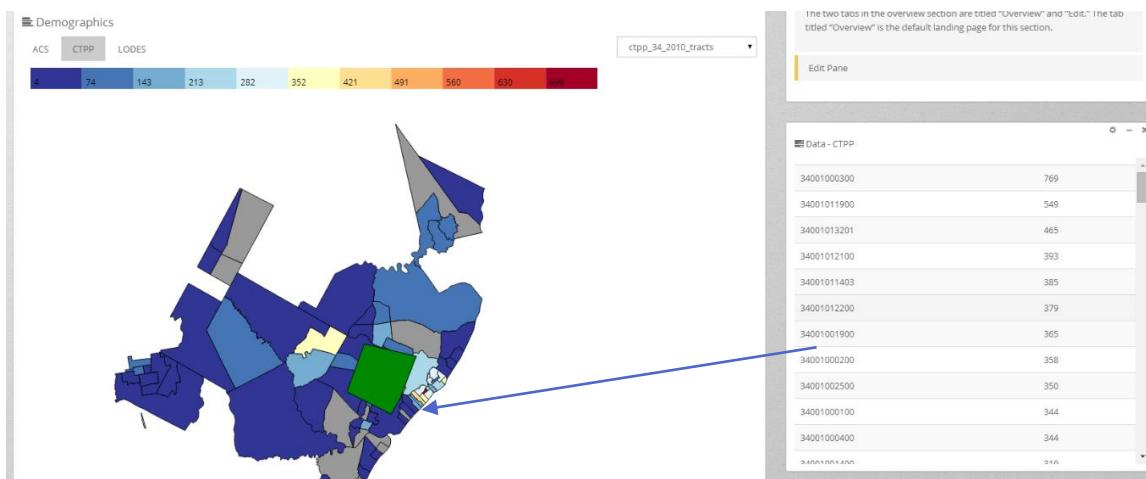


Figure 16 Illustration of Mouse-over Highlighting Census Tract

By selecting a census tract in either the map or the data table the user can view information about home-to-work trips outbound from that census tract.

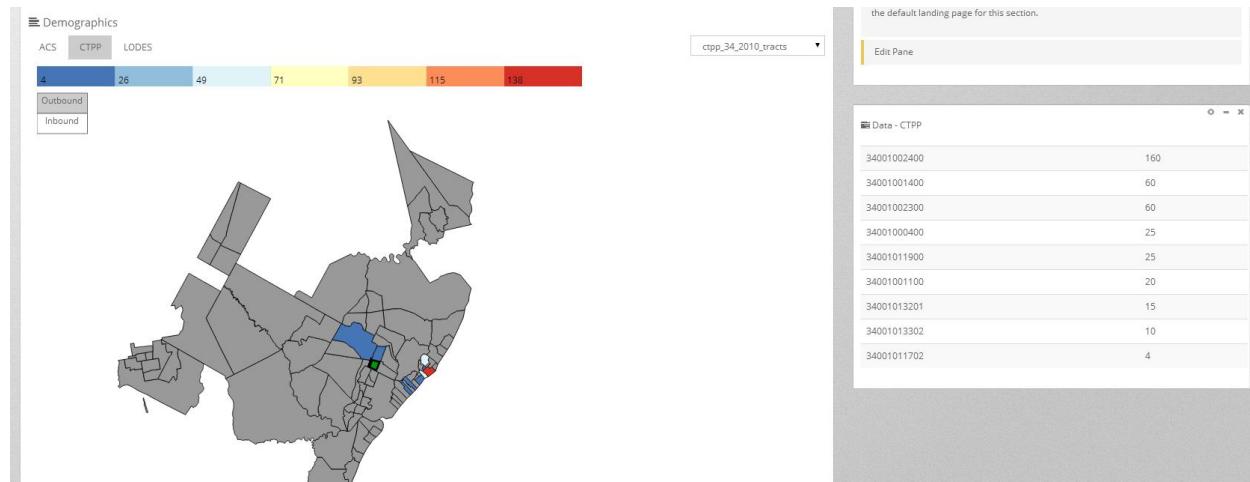


Figure 17 CTPP Bus-to-Work Outbound Trips from Chosen Census Tract

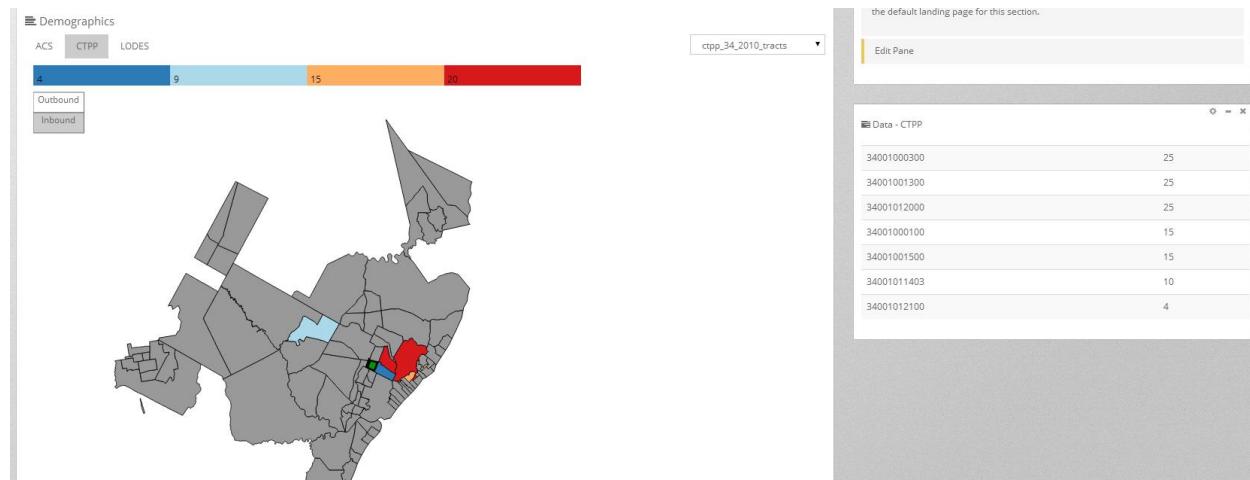


Figure 18 CTPP Inbound Trips to the Chosen Census Tract

3.4.1.1.5 LODES

The LODES tab allows the user to view LEHD Origin Destination Employment Statistics. These maps work in exactly the same way as the CTPP maps.

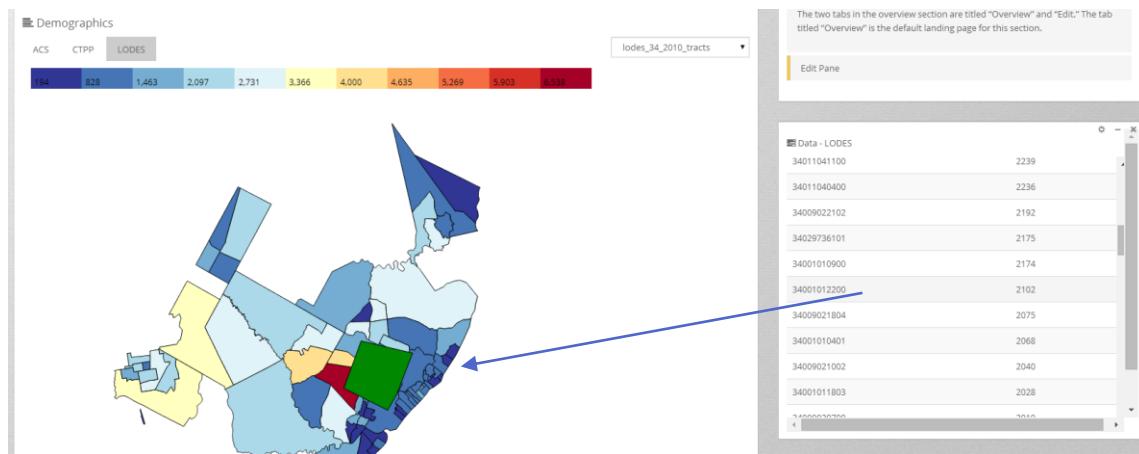


Figure 19 Market Area Overview, LODES Map, Illustration of Mouseover Function

When a user selects a census tract, either on the map or in the data table, the map and table change to show travel to work data outbound from the selected census tract.

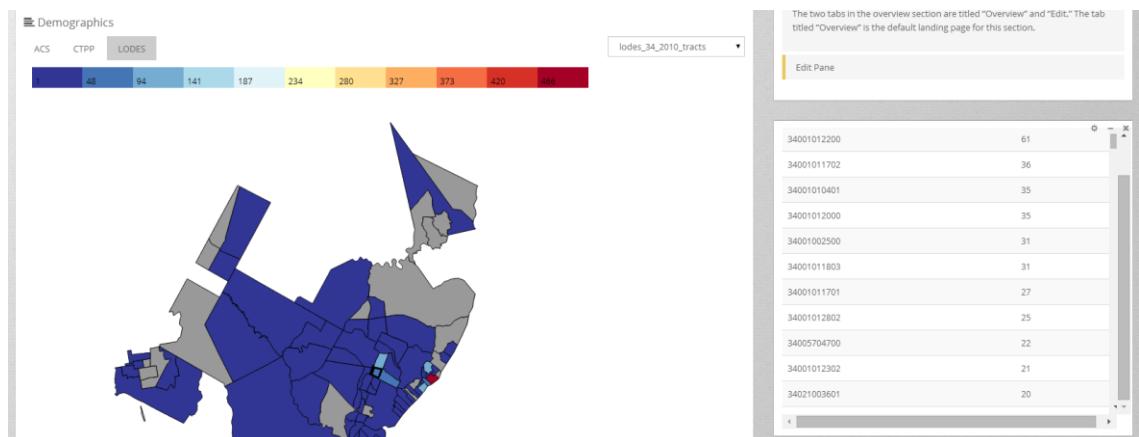


Figure 20 LODES All Modes Travel-to-Work Outbound from Chosen Census Tract

3.4.1.2 The Edit Tab (Market Areas>Atlantic City>Overview>Edit)

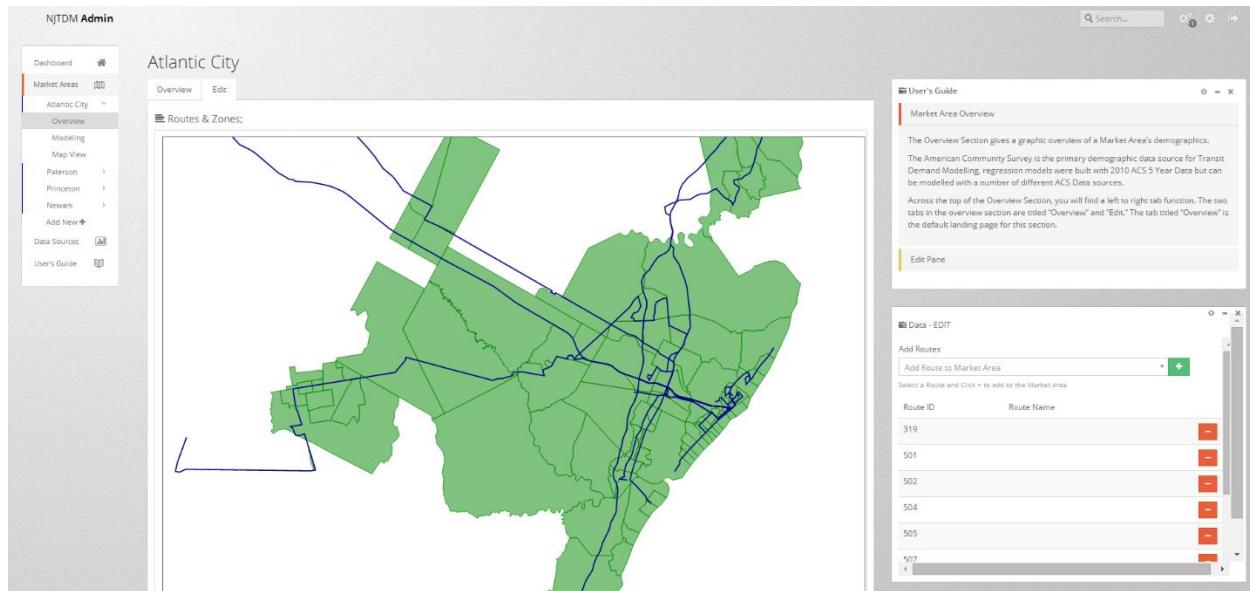


Figure 21 Admin Tool, Edit Market Area, Tab

The Edit section allows you to add (Green + Button) or remove (Red – Button) a bus route in the right side box.

The map in the center of the screen shows you which census tracts are in your market area as well as which routes you've chosen for your market area.

The right side Routes Box (Figure 22) allows you to search all of the bus routes in a given Market Area in a smart dropdown menu. You can either search all bus routes or narrow your search by typing one of the numbers in the bus route you would like to use.

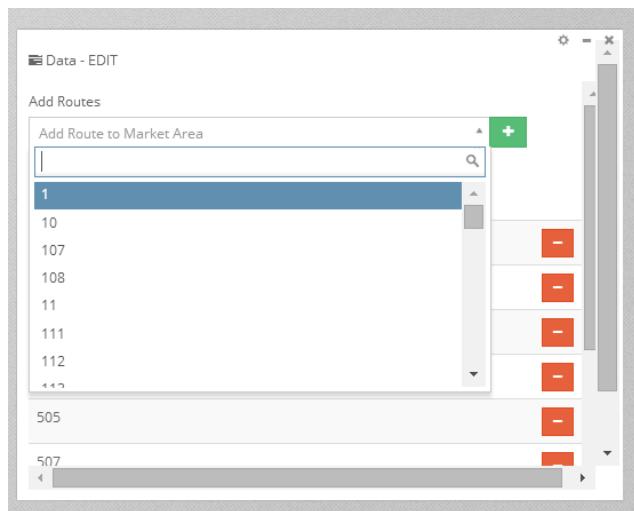
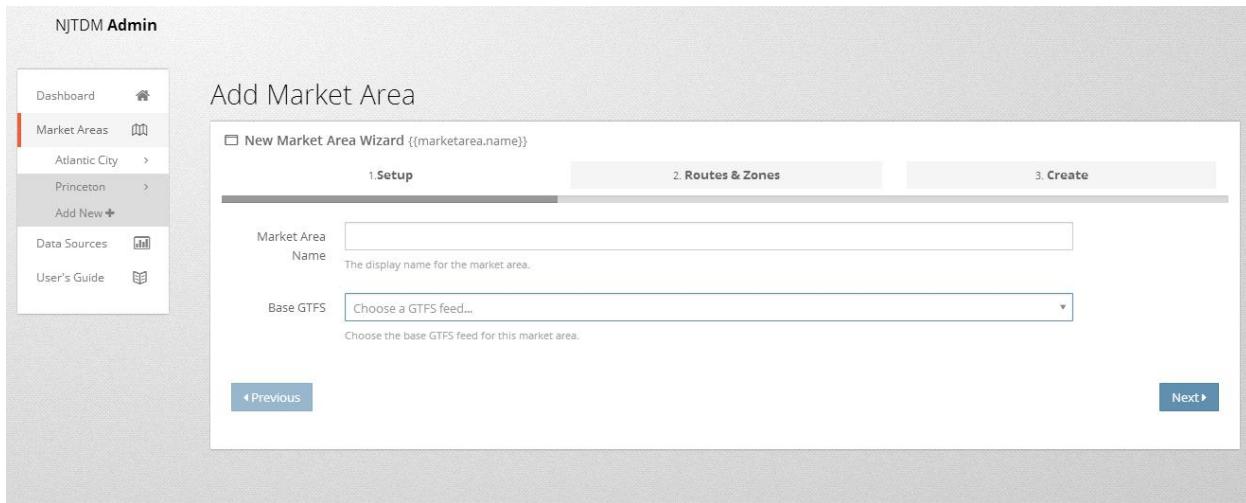


Figure 22 Admin Tool, Edit Bus Routes Dropdown Menu

3.4.2 Add Market Area

You can add new market areas by following the step-by-step process of the **Add Market Area Wizard**.

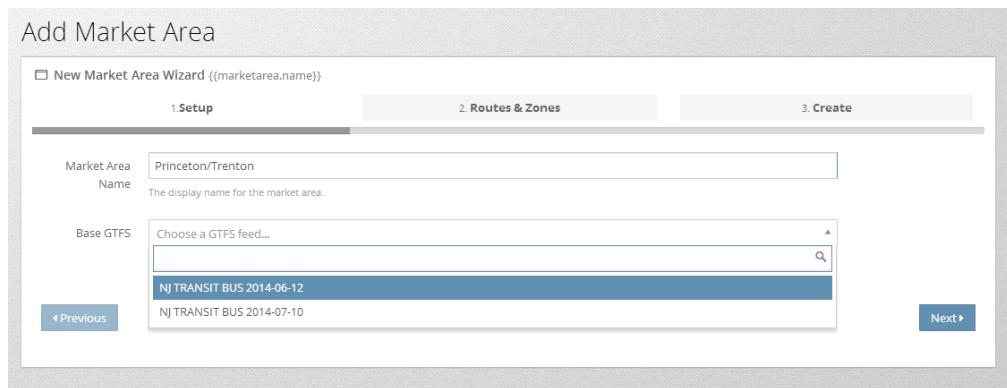


The screenshot shows the 'Add Market Area' wizard in the NJTDM Admin tool. The left sidebar has 'Market Areas' selected. The main area is titled 'Add Market Area' and shows 'Step 1: Setup'. It has fields for 'Market Area Name' (Princeton) and 'Base GTFS' (Choose a GTFS feed... dropdown with options: NJ TRANSIT BUS 2014-06-12 and NJ TRANSIT BUS 2014-07-10). Navigation buttons 'Previous' and 'Next' are at the bottom.

Figure 23 Admin Tool, Add Market Area

3.4.2.1 Step 1 - Name the Market Area

The first step is to give your market area a name and choose a base GTFS feed. Then click next.



This screenshot shows the 'Add Market Area Wizard' Step 1: Setup. The 'Market Area Name' field contains 'Princeton/Trenton' and the 'Base GTFS' dropdown is set to 'NJ TRANSIT BUS 2014-06-12'. The 'Next' button is visible at the bottom right.

Figure 24 Admin Tool, Add Market Area Wizard

3.4.2.2 Step 2 - Routes & Zones.

Here you'll need some knowledge of your market area's bus routes. You'll need to type in the route numbers then click on the green plus symbol to add it to your market area.

Each Route you add to the Market Area will be included as a red line in the map below. Each route you add will include its corresponding census tracts illustrated in Figure 26 as black tract outlines. After viewing the map of census tracts and bus routes click **Next** to go to step 3.

Add Market Area

New Market Area Wizard {{marketarea.name}}

1. Setup 2. Routes & Zones 3. Create

Add Routes	
655	<input style="background-color: #008000; color: white; border: none; width: 20px; height: 20px; float: right;" type="button" value="+"/>
65	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
165	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
65	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
153	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
655	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
165	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
166	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
167	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
156	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
158	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
159	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
162	<input style="background-color: #f08080; border: none; width: 20px; height: 20px; float: right;" type="button" value="x"/>
612	
613	
619	
603	
605	
606	
609	

Figure 25 Admin Tool, Add Market Area Wizard Step 2

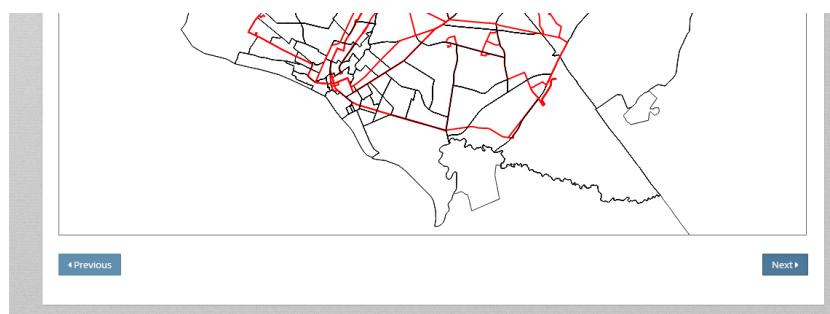


Figure 26 Admin Tool, Add Market Area Wizard, Step 2 Routes and Zones Map

3.4.2.3 Step 3 - Review Market Area and Create

Here you'll view the number of routes and census tracts in your new Market Area. When you click **Finish** you will be brought to the Market Area > Overview page for your new Market Area.

Add Market Area

New Market Area Wizard Princeton

1. Setup 2. Routes & Zones 3. Create

Princeton

Overview

Routes	9
Census Tracks	86
Center Point	[-74.689873,40.275383500000004]

Click Finish to create this MarketArea

Figure 27 Admin Tool, Add Market Area Wizard, Step 3 Finish

3.4.3 Modelling

The Modelling section of the Admin Tool allows you to run models and analyze their outputs.

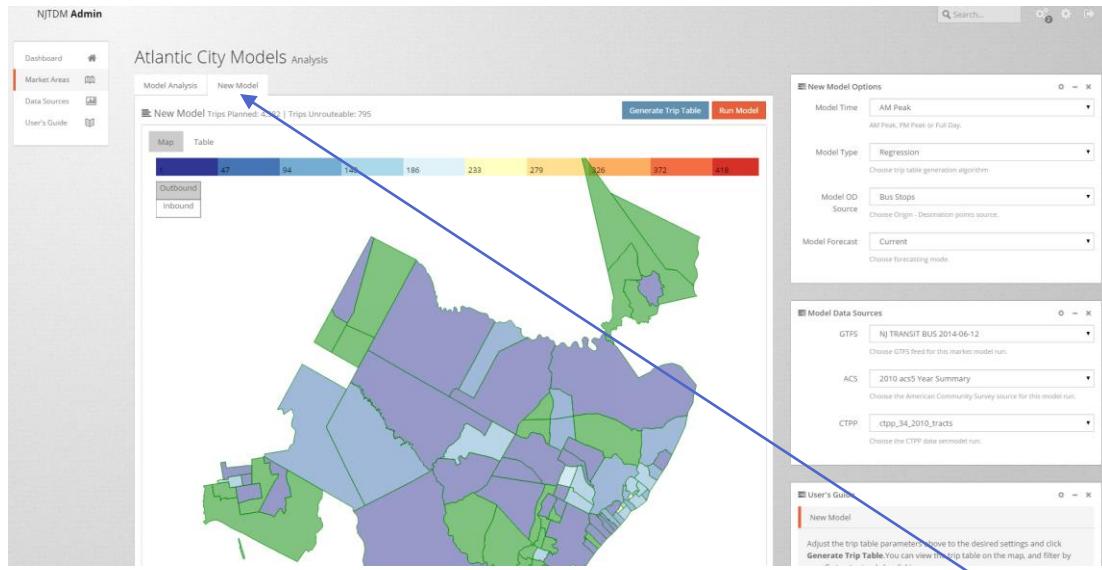


Figure 28 Admin Tool, Modelling Section

This section contains two tabs: **Model Analysis** and **New Model**. The landing page for this section is the **New Model** Tab.

Model Analysis New Model

Figure 29 Admin Tool, Modelling Section, Tabs

3.4.3.1 New Model

The New Model tab allows you to run a model in the Admin Tool without navigating to the Map View. This feature is controlled by the right side workspace as seen in Figure 30. These boxes control settings for your new model. The Settings are as follows:

New Model Options

- Model Time
 - AM Peak
 - Full Day
 - PM Peak
- Model Type
 - CTPP
 - LODES+ACS
 - Regression
 - Survey
- Model OD Source
 - Bus Stops
 - Parcels
 - Survey Data
- Model Forecast
 - Five Year Future Forecast
 - Current

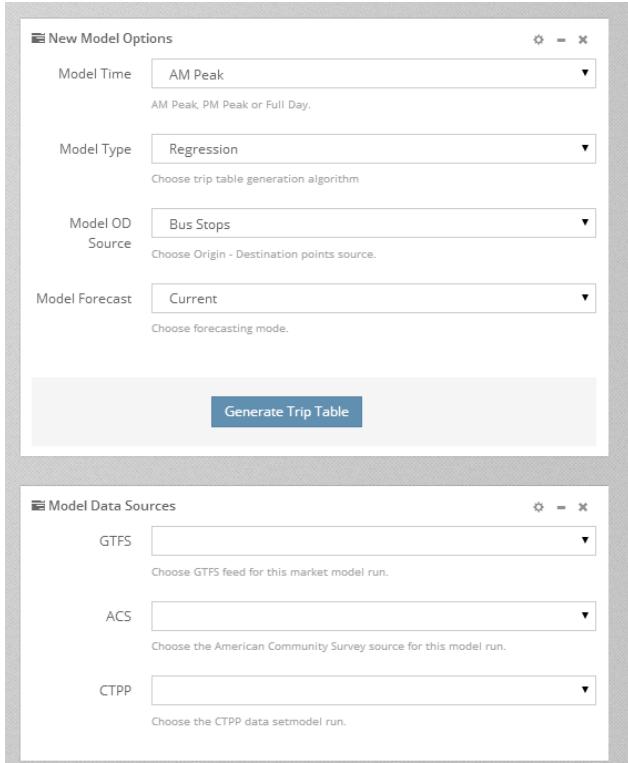


Figure 30 Admin Tool, Modelling Section, Model Settings Boxes

3.4.3.1.1 Running a Model in the Admin Tool: New Model Tab

The Process for running a model in the Admin Tool is exactly the same as running a model in the Map View (**See Section: 3.6 Map View** for a run through on the process). The Difference here is that each setting you need for running a model is organized for you in the two boxes in the right. The two boxes are New Model Options and Model Data Sources.

New Model Options box has all of your basic model settings that are available to you on the Map View page. The Model Data Sources Box allows you change between data sources.

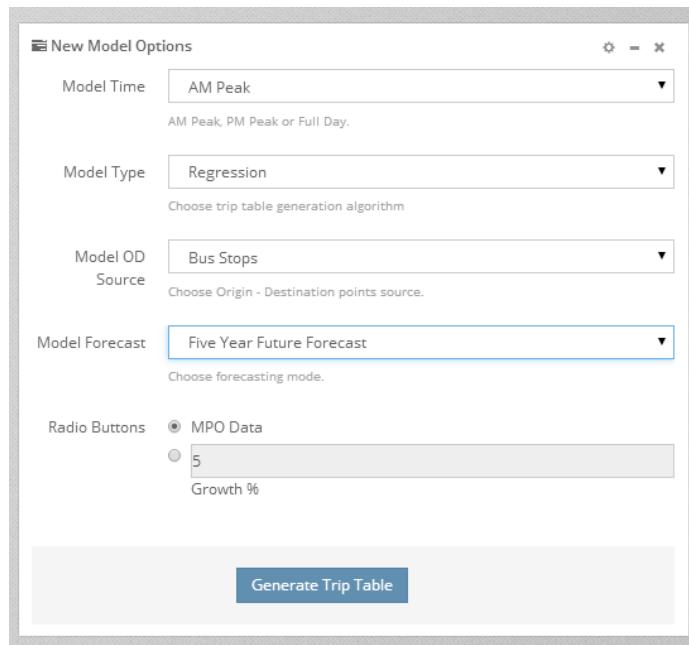
In the New Model Options Box, each setting option is set to a default as illustrated in Figure 30. To run a model, simply set each box to your desired setting and click **Generate Trip Table**.

3.4.3.1.2 Model Forecasting

Five Year Future Forecast allows the user to run a model that forecasts future ridership. When you click on the model forecasting dropdown menu and select Five Year Future Forecast a new box will open below that allows you to choose the % Growth as set by the MPO models or to choose to set your own % Growth (including negative growth).

3.4.3.1.3 Trip Tables

The New Model tab allows you to view information about the inbound and outbound trips generated by the new model options. The information can be viewed in both map and chart form.



The screenshot shows the 'New Model Options' dialog box. It contains the following fields:

- Model Time:** AM Peak (dropdown menu)
- Model Type:** Regression (dropdown menu)
- Model OD Source:** Bus Stops (dropdown menu)
- Model Forecast:** Five Year Future Forecast (dropdown menu)
- Radio Buttons:** MPO Data is selected. There is also a text input field containing '5' and a label 'Growth %'.

At the bottom is a blue 'Generate Trip Table' button.

Figure 31 Admin Tool, Modelling, New Model Tab, Trip Table Selections

3.4.3.1.4 New Model: Map Tab

The **Trip Table Map** allows you view trips generated by census tract.



Figure 32 Admin Tool, Modelling, Trip Table Map

To toggle between inbound and outbound trips click on the box in the top left.

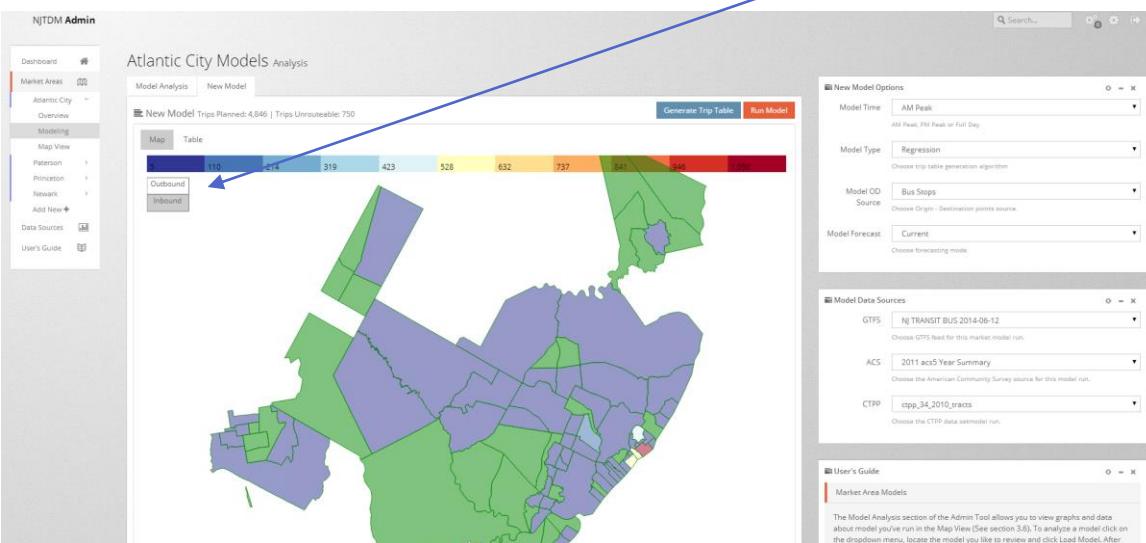
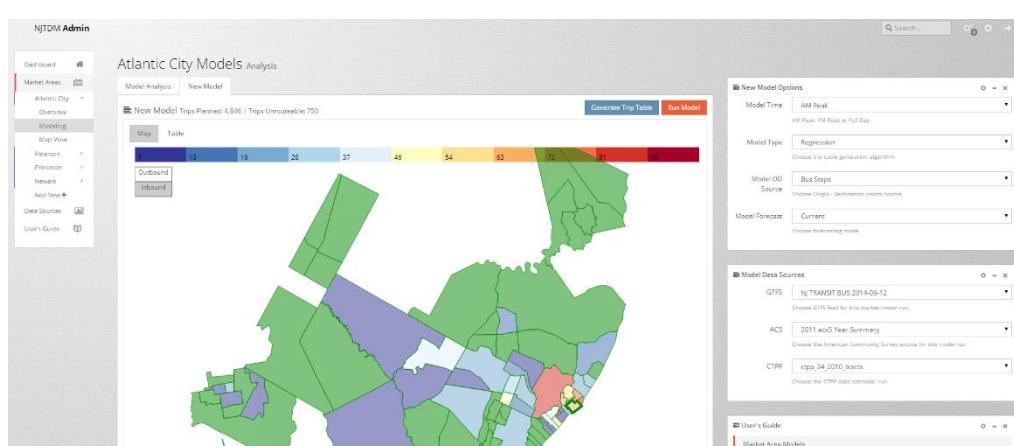


Figure 33 Admin Tool, Modelling, Trip Table Map, Inbound/Outbound Toggle

When you click on a census tract the map will reorganize to show inbound and outbound trips for that tract. The chosen census tract will be highlighted in the map.



3.4.3.1.5 Run Model

After choosing your settings, generating your trip tables and reviewing the details of inbound and outbound ridership by census tract and bus route, you are ready to run the model. Click **Run Model** and a box will appear. The box contains all of the settings of your model and a box for entering your model name. Type in your model name and click **Run Model**.

[Generate Trip Table](#) [Run Model](#)

The Web-Tool will now send your model through Open Trip Planner for microsimulation.

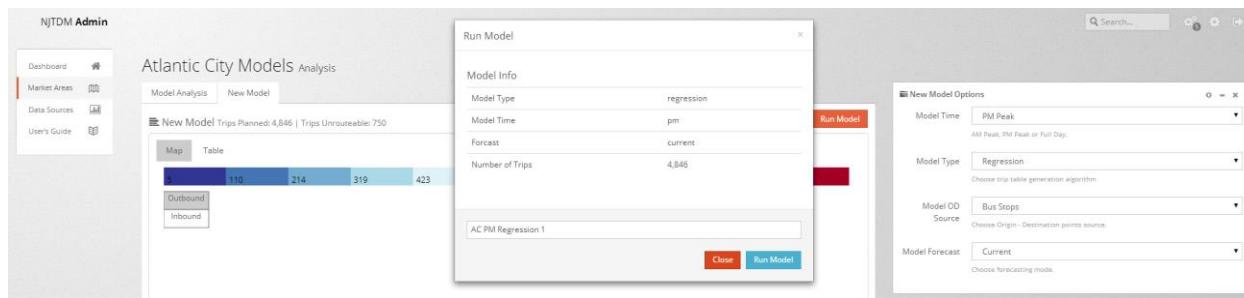


Figure 35 Admin Tool, Modelling, Run Model Popup Box

3.4.3.1.6 The Jobs Page

Running a model takes time. The Jobs Page allows a user to monitor the status of the newly created model.

To access the Jobs page, click on the gear symbol, located on the right side of the page, beside the search bar. In the dropdown menu click on **See all Jobs** to see all current and previous uploads, including their status. You can cancel your model run here as well.

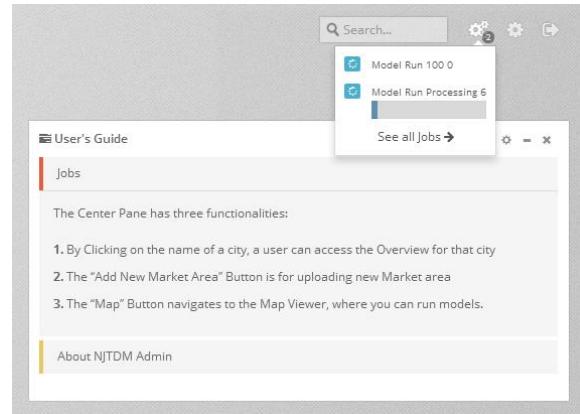


Figure 34 Admin Tool, Jobs Dropdown

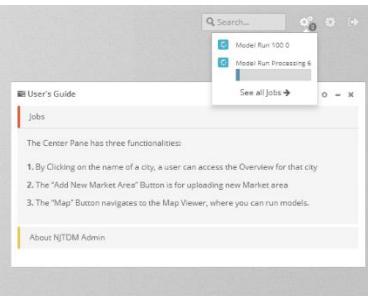
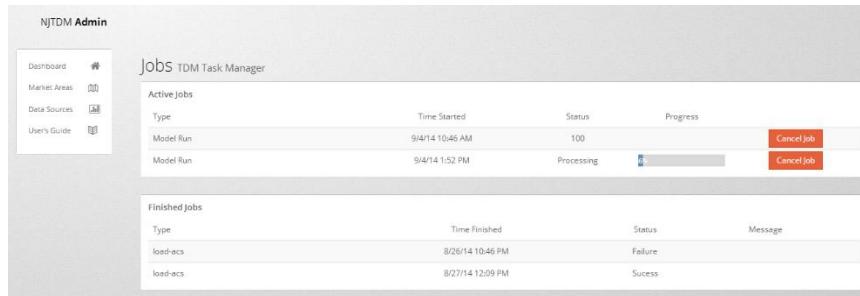
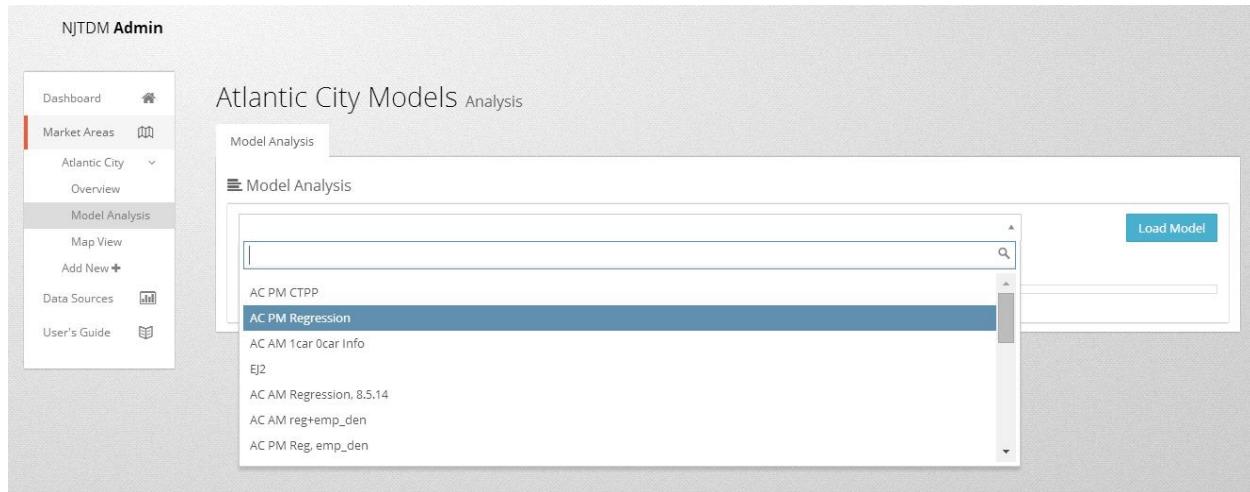


Figure 36 Admin Tool, Jobs Page

3.4.3.2 Model Analysis Tab

The Model Analysis section of the Admin Tool allows you to view graphs and data about model you've run in the Map View (See section 3.6). To analyze a model click on the dropdown menu, locate the model you would like to review and click **Load Model**. After loading your model a graph will appear.



The screenshot shows the 'Model Analysis' tab selected in the left sidebar. A dropdown menu is open, listing several model names: 'AC PM CTPP', 'AC PM Regression' (which is highlighted), 'AC AM 1car 0car Info', 'EJ2', 'AC AM Regression. 8.5.14', 'AC AM reg+emp_den', and 'AC PM Reg, emp_den'. A large blue button labeled 'Load Model' is located to the right of the dropdown.

Figure 37 Admin Tool, Model Analysis

Figure 38 shows a second dataset (AC PM Farebox). This was added to the Model Analysis view in order to compare the regression model to the measured Farebox totals.

Below the graph are a series of tables and charts for analyzing the accuracy of the model run.

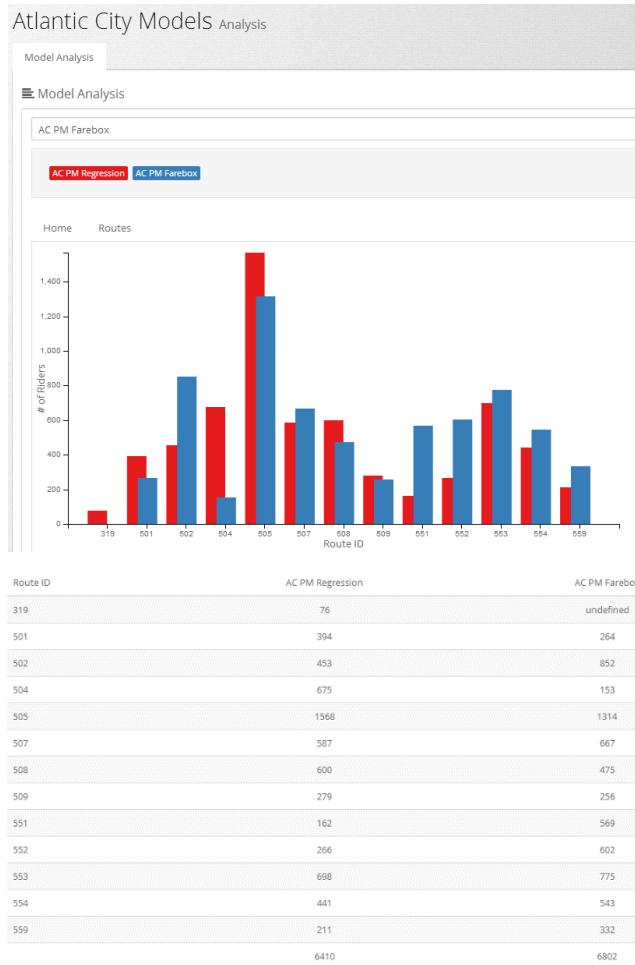


Figure 38 Admin Tool, Model Analysis, Graphs and Tables

3.5 DATA SOURCES

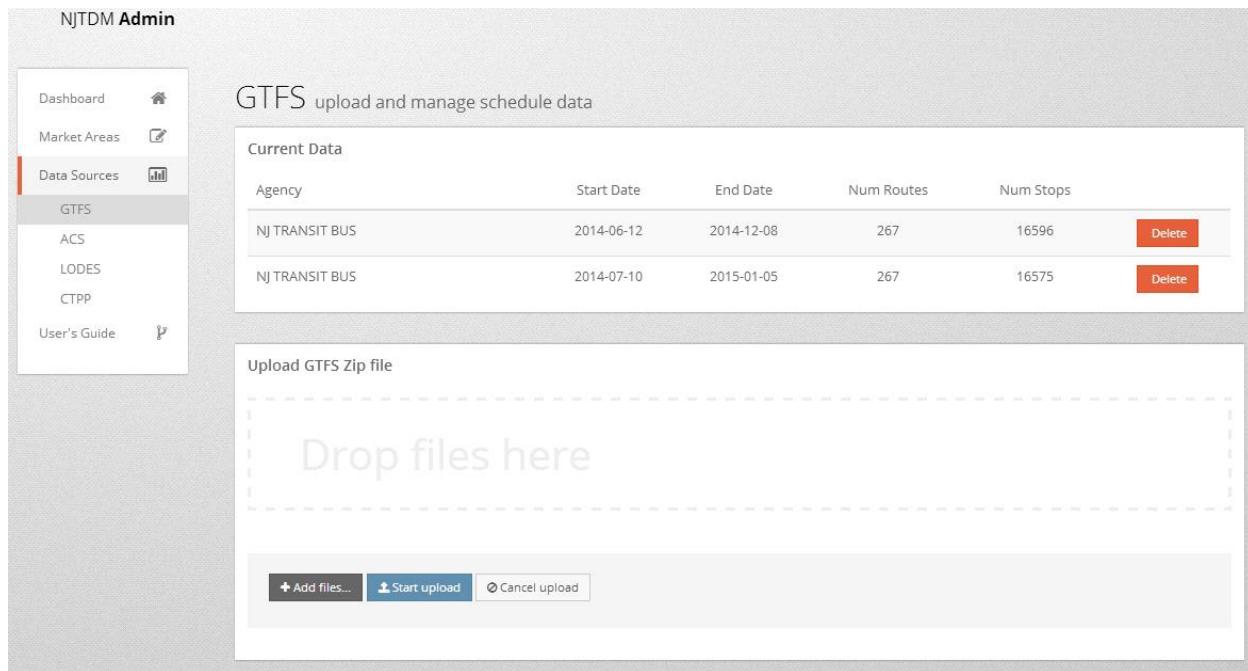
The Data Sources section serves two functions:

1. Data Upload and Management: This functionality is located in the Admin Tool Center Pane.
2. Information about Data Sources and User's Guide: This functionality is located in the Right Pane.

3.5.1 GTFS

3.5.1.1 About GTFS

The **General Transit Feed Specification (GTFS)** is a data standard for encoding transit schedule and operations information. GTFS is a collection of text files most often distributed in a compressed zip file.



Agency	Start Date	End Date	Num Routes	Num Stops
NJ TRANSIT BUS	2014-06-12	2014-12-08	267	16596
NJ TRANSIT BUS	2014-07-10	2015-01-05	267	16575

Figure 39 Admin Tool, Data Sources Section, GTFS Upload and Manage

3.5.1.2 Loading New Data

To upload new GTFS to the system drag and drop a GTFS zip file to the drop zone on the screen or click **add files** and search for the zip file to upload on your local file system.

The file will then appear underneath the upload section. To add the file to the TDM system simply click **Start upload** to import GTFS. This will start a new import job that can be monitored in the jobs dropdown on the top of the screen or on the jobs page. You can now navigate away from this page and wait for the job to finish. Because of the geospatial processing required to import a GTFS file for use in this system it can take up to 3 hours to import a large GTFS file.

3.5.1.3 Agency

Every GTFS file is required to have an agency file that lists the agency that created the GTFS file. This column lists the agency of loaded GTFS Data.

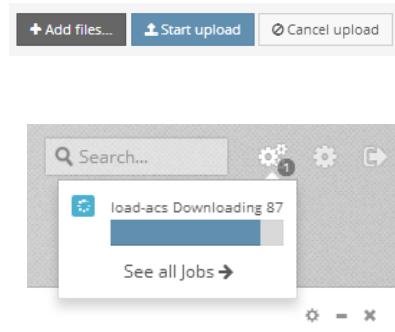


Figure 40 Loading New Data, Jobs Dropdown, Top Right Corner of Page

3.5.1.4 Start and End Date

A GTFS file is only valid for a specific amount of time as specified by the Calendar and/or Calendar dates files of the GTFS feed. These listings let you know when the file starts and ends its valid use.

3.5.1.5 Stop and Route Count

Lists the number of stops and routes present in each GTFS file.

3.5.2 ACS

The American Community Survey is the primary demographic data source for Transit Demand Modelling, regression models were built with 2010 ACS 5 Year Data but can be modelled with a number of different ACS Data sources.

3.5.2.1 Add New Data

ACS Data is loaded directly from the census ACS Application Programming Interface (API) into our Transit Demand Modeling database. To add data from neighboring states use the state dropdown menu to locate the desired state, enter Data Source, Base Year and Sum Level then click **Add Dataset**.

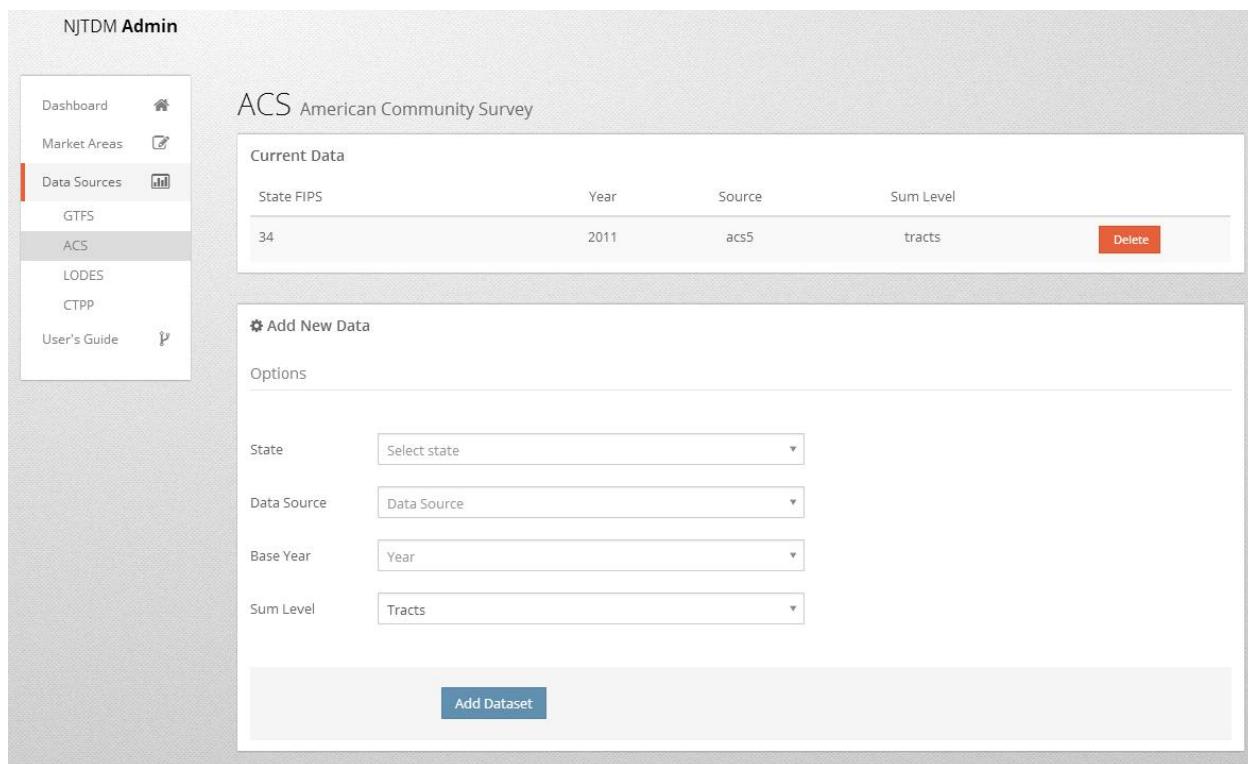


Figure 42 Admin Tool, Data Sources Section ACS Upload and Manage

State	New Jersey
Data Source	ACS 5 Year
Base Year	2012
Sum Level	Tracts

Add Dataset

Figure 41 Admin Tool, Data Sources with Chosen Settings

3.5.2.1.1 Monitoring your Data Source Upload

After Choosing your settings, click **Add Dataset**. This will start a new import job that can be monitored in the jobs drop down on the top of the screen or on the jobs page. You can now navigate away from this page. Because of the processing required to import a census API file for use in this system it can take significant time to import file.

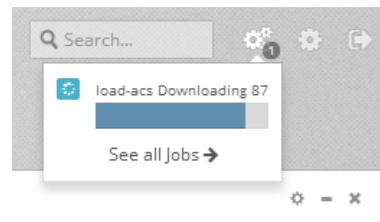


Figure 43 Jobs Dropdown

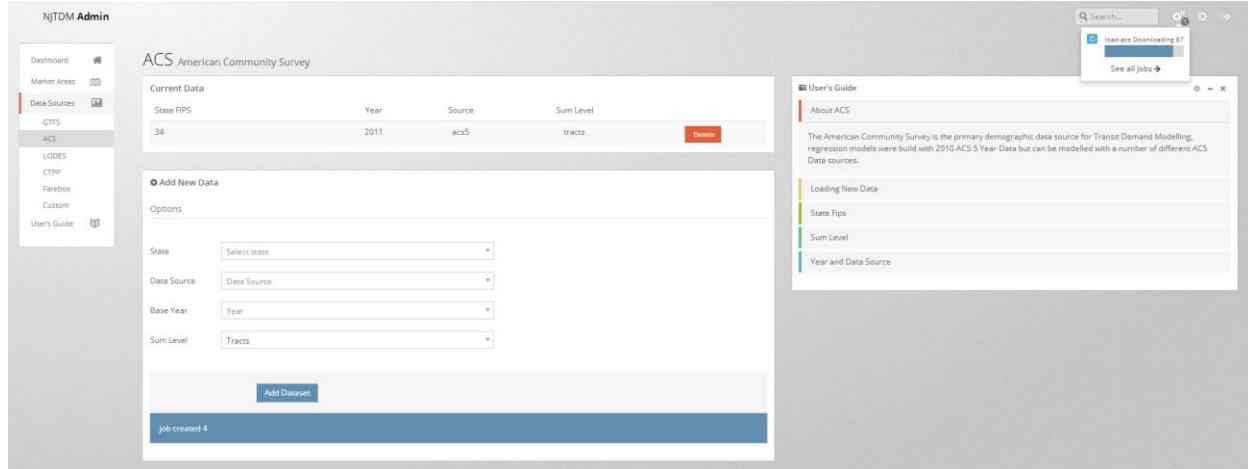


Figure 44 ACS Data Source Upload, New Job Created, Monitoring Process in Jobs Dropdown

3.5.2.2 Current Data Bar

3.5.2.2.1 State FIPS

State FIPS is the code used by the census to identify a state. New Jersey State FIPS Code is 34.

3.5.2.2.2 Sum Level

In this case, sum level is the geographic level to which the data is summed. For this tool we can use either census tracts or block groups.

3.5.2.2.3 Year and Data Source

ACS Data is available in 1, 3 & 5 year summary groups, the data source denotes which of these groups is being used. The year always denotes the last year of the summary group.

3.6 MAP VIEW

The Map View is accessed through the Left Navigation Panel (Market Areas>City>Map View). The Map View will open in another tab.

There are four Map View Tools to help in building and analyzing your model runs. Three of them are located on the left navigation panel. The fourth is the Model Data Viewer button on the right side of the page. The three tabs in the left navigation panel are as follows:

1. The Modeling Tab – This is the default tab where models are run.
2. The Census Tab – For viewing data about a given Market Area.
3. The GTFS Tab – For viewing routes and adding or removing routes.

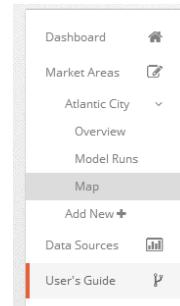


Figure 45 Admin Tool,
Left Navigation Panel,
Access to Map View

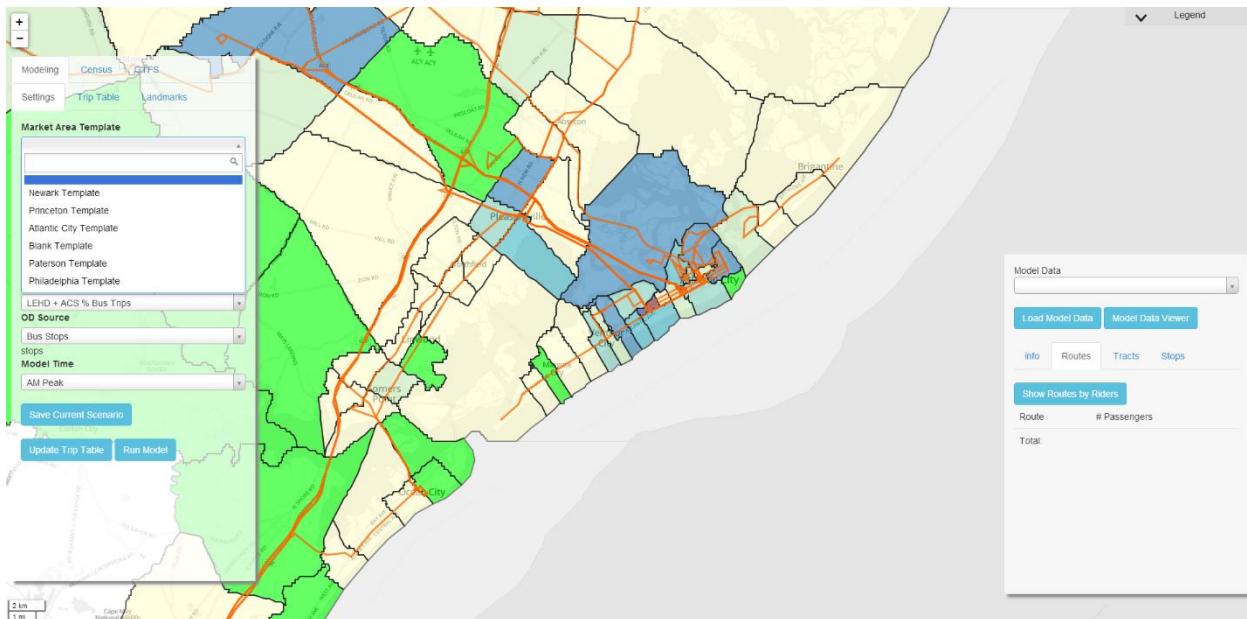


Figure 46 Map View

3.6.1 Modeling View – How to use Map View to Run Models

3.6.1.1 Step 1 - Load a Template

The first step in running a model involves loading your template.

Atlantic City is the default template. To choose another template, click on the dropdown menu titled **Market Area Template** located on the left side of the page.

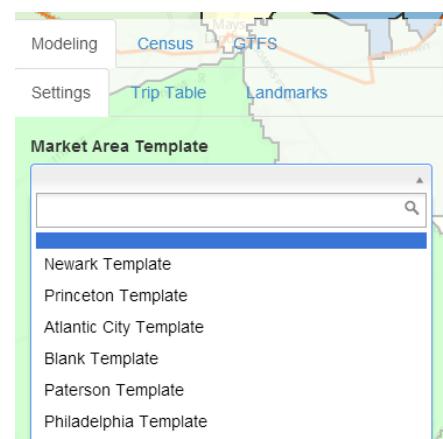


Figure 47 Map View, Load Market Area Template

3.6.1.2 Step 1.2 Editing the Scenario

You can add or remove census tracts from your market area simply by holding the CTRL button and clicking on the census tract you want to add or remove. When a census tract is changed the census data and trip table for the market area are automatically recalculated. When you remove a census tract, it is dimmed as can be seen on the right side of Figure 49. The deselected tract will be removed from the

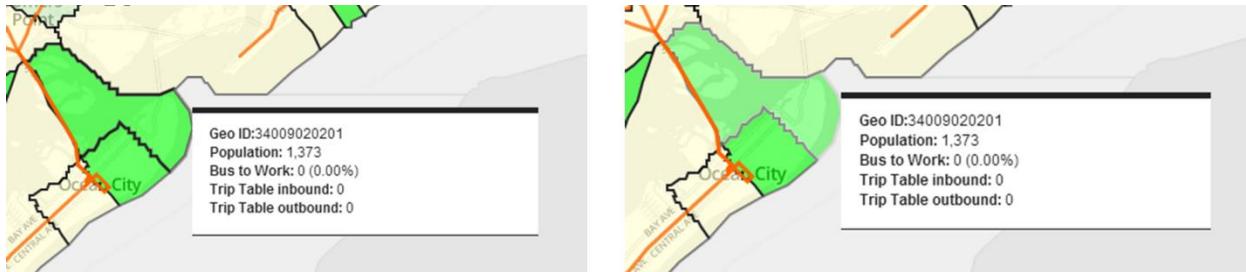


Figure 48 Map View, Illustration of Census Tract Removal

scenario map the next time the scenario is loaded.

3.6.1.3 Step 2 - Choose Your Trip Table Generation Algorithm (Model)

We have designed a number of algorithms to generate trip tables for a market area, they are based on different data sources and methodologies. These different algorithms perform differently in each market area and respond to different factors. Specific regression models calibrated with ACS 5 Year 2010 data have been designed for Atlantic City, Princeton Trenton and Paterson.

Choose your algorithm by clicking on the dropdown menu titled **Trip Table Generator** located on the left navigation panel.

3.6.1.4 Step 3 - Update Trip Tables

Once you have selected the trip table algorithm you want to use, click on the button below titled **Update Trip Table**. This will update the number of trips planned by the model you've chosen. You'll notice a change in the number of **Trips Planned**, **Trips Unroutable** and **Number of Tracts**. These numbers are generated by a set of algorithms based on the model you've chosen combined with the census tracts and bus routes chosen and the time of day.

3.6.1.5 Step 4 - Choose Your OD Points Source

Trip table generation algorithms work at the level of a geographic zone, like a census tract. To create a trip table that can be simulated by Open Trip Planner, we need specific points of latitude and longitude inside each census tract to map those individual trips. **Bus Stops** - Uses bus stops from GTFS as origin destination points. **Parcel Data (experimental)** - Uses centroids of

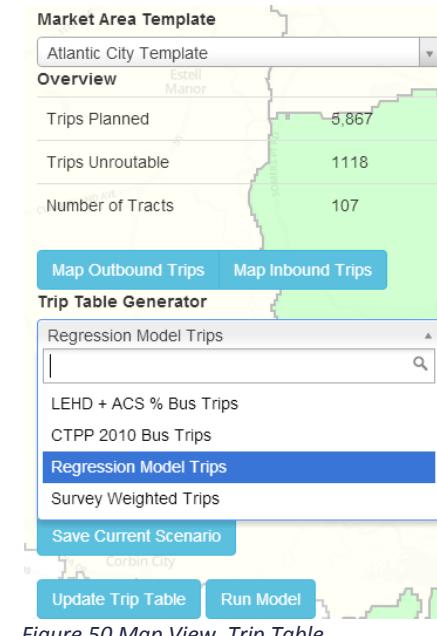


Figure 50 Map View, Trip Table Generation, Algorithm Selection

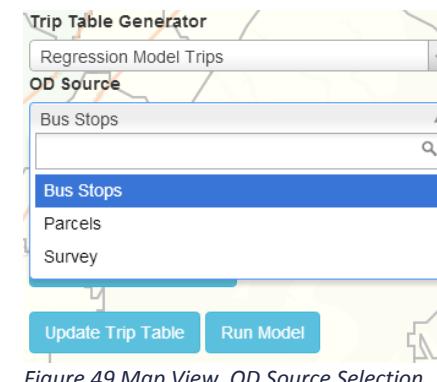


Figure 49 Map View, OD Source Selection

random parcels within 1/2 mile of bus stops. **Survey Data (where available)** - Uses survey origins and destinations as origin and destination points.

3.6.1.6 Step 4 - Choose Your Model Time Period

Data in CTPP, LODES and Regression Models use time of travel to work to understand and schedule ridership in the trip table during peak times. Survey data is available for AM only, PM is generated by reversing the direction of AM work traffic.

AM Peak - AM peak includes work trips from 6am to 10am.

PM Peak - PM Peak includes trips from 3pm to 7pm.

Full Day - (Coming soon) All work trips from peaks, plus non work trip estimate.

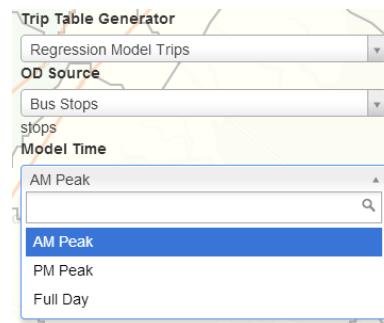


Figure 51 Map View, Model Time Selection

3.6.1.7 Run Model

Once you have chosen all your settings you are ready to run your model. It's worth noting that within the Trip Table tab of the model pane you can hide or show your trip table origins and destinations, you may want to investigate your trip table closely before running your model.

Running a model takes all of the Trips Planned and runs those trips through Open Trip Planner to simulate each rider. To initiate this final step, click the button titled **Run Model**. You'll be asked to name the model. AVAIL has been naming the models based on city name, followed by time of day, followed by algorithm. For instance, AVAIL has chosen titles like AC AM Regression or AC PM Regression.

Once you've named the model click **OK**. Check the bottom of the left navigation panel to see model status. A bar will appear at the bottom of the left navigation pane as illustrated in Figure 54. It will contain a set of numbers, in Figure 54 you see 1/3064. This means that Open Trip Planner has simulated 1 out of a total of 3064 trips. It may take anywhere from 10 minutes to over an hour to complete the model run depending on the number of planned trips. However even if you navigate away from the page the model will continue to run on the server.

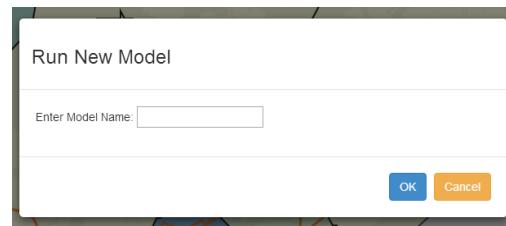


Figure 52 Map View, Model Name Window

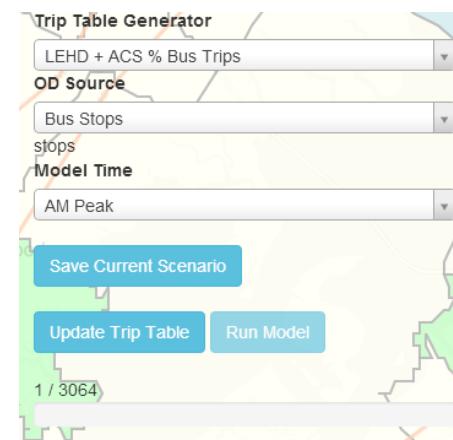


Figure 53 Map View, Run Model Button, Trips Run Bar with ratio of trips run to total trips planned

3.6.2 Model Analysis

The Model Analysis button on the Left Navigation Pane of the Map Viewer will take you back to the Admin Tool>Market Area>Model Analysis (see section 3.4.3 of this document).

3.6.3 GTFS View

The GTFS tab allows you to turn Routes and Stops on and off. This can help in analyzing model runs.

To filter down to a single bus stop, start by clicking on the Show/Hide Stops button. Routes are shown by default, Stops are hidden. Next, mouse over the map to find the “Stop Code” for the bus stop you want. In the example at right we chose Arctic Ave at Christopher Columbus. We then entered the Stop Code for this bus stop, 10054, into the filter bar. You’ll notice on the second map that Arctic Ave at Christopher Columbus is now the only bus stop showing.

This very same process can be used to turn Routes on or off.

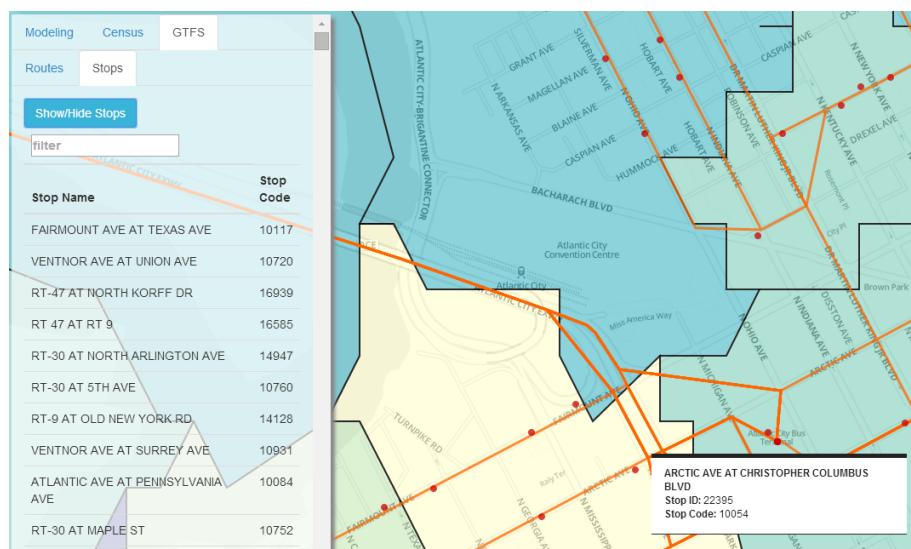


Figure 54 Map View, with Stops and Routes Shown

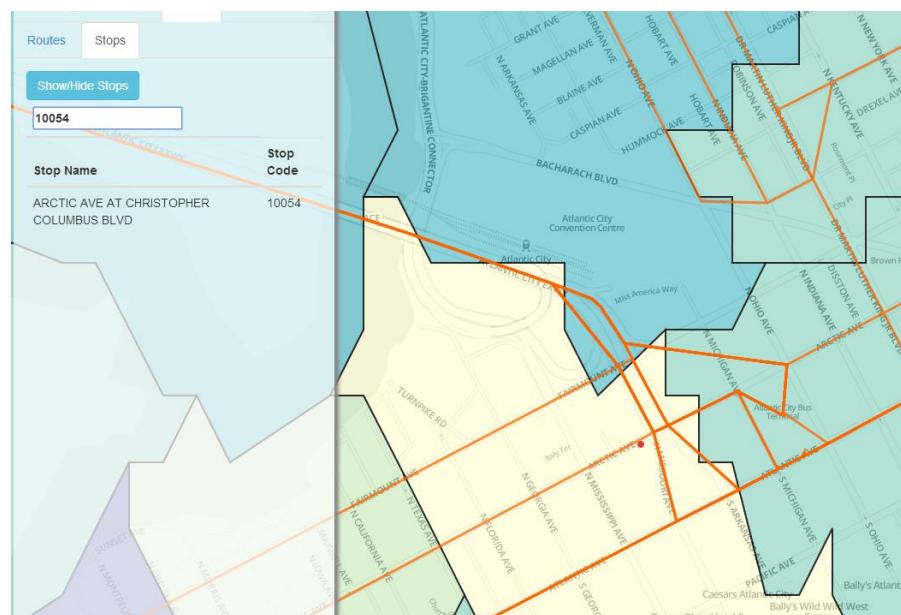


Figure 55 Map View, Filtered to show only one stop

3.6.4 Census View

The Census Tab allows you to view census data in choropleth shading on the map. To view census data, click on the box below the population number that looks like this: 

To see what values each shadings indicates, click on the **Legend** tab at the top right:

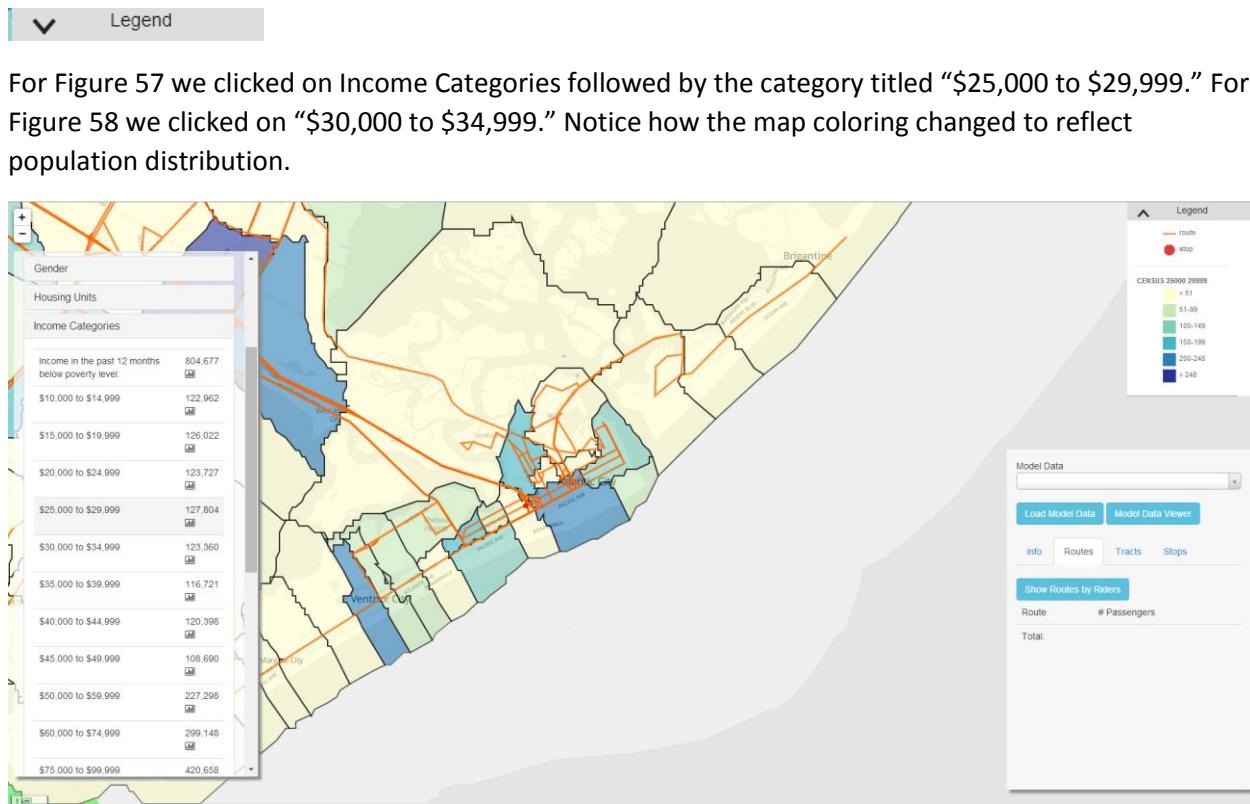


Figure 56 Map View, Census Data Shown in Chloropleth, Income \$25,000 to \$29,999

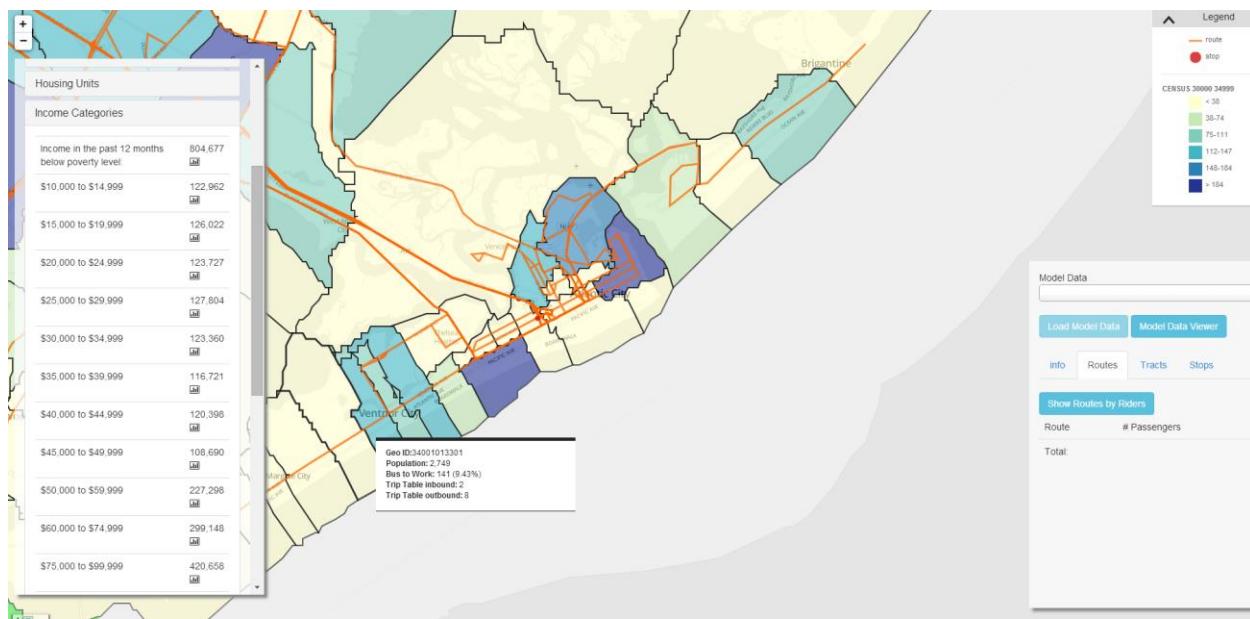


Figure 57 Map View, Census Data Shown in Chloropleth, Income \$30,000 to \$34,999

4 ATLANTIC CITY

4.1 INTRODUCTION

This report contains a summary of data elements and regression model methodology including the source of the data, descriptive statistics, the correlations coefficients, regression model development, and model outputs.

4.2 META DATA

The data used in this study was obtained from the US Census Application Programming Interface (API). The data set is called the American Community Survey Five-Year Data 2006-2010 (ACS). The ACS is an ongoing survey that provides data every year -- giving communities the current information they need to plan investments and services. The ACS covers a broad range of topics about social, economic, demographic, and housing characteristics of the U.S. population.¹ Employment Density (EMP_DEN) and Population Density (POP_DEN) were derived by dividing the employment at tract level by polygon tract area and population at tract level by polygon tract area.

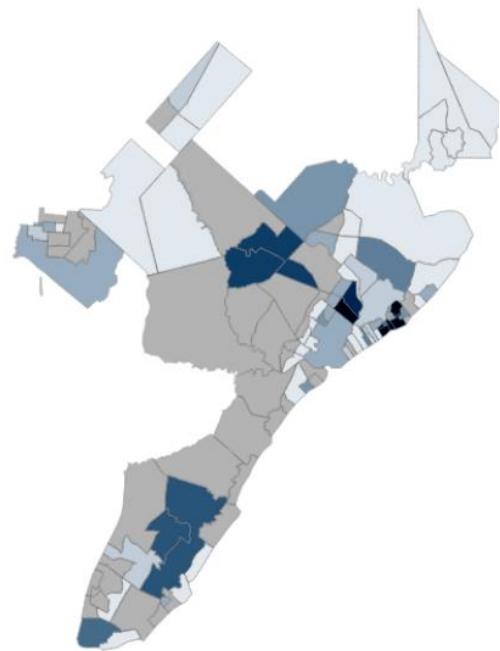


Figure 58 Map of Atlantic City by Census Tract

¹United States Census Bureau, American Community Survey, <http://www.census.gov/data/developers/data-sets/acs-survey-5-year-data.html>

4.3 DESCRIPTIVE STATISTICS

Descriptive Statistics include, among others, the mean, median and standard deviation of each of the variables. The Mean and Median are measures of central tendency. The Mean is the numerical value found by summing the values and dividing by the number of cases. The Median is the numerical value separating the higher half of a data sample from the lower half. The Median can be found by arranging all observations from lowest value to highest value and picking the middle. The Standard Deviation measures the amount of variation or dispersion from the average and is equal to the square root of the sample variance.

Table 2 Atlantic City, Descriptive Census Statistics

	Description	N	Freq.	Category	Percent of Category	Min	Max	Median	Mean	Std. Deviation
TOTAL POPULATION		110	429,856							
TOTAL HOUSEHOLDS		110	167,489							
unemployme	Unemployed Population	110	23,208	Labor Force	10.32%	15	772	393.5	210.98	142.595
public_tra	Journey to Work by Public Transportation Total	110	10,855	Journey to Work	5.57%	0	687	343.5	98.68	135.252
bus_to_wor	Journey to Work by Public Transportation by Bus or Trolley Bus	110	10,111	Journey to Work, Public Trans.	94.16%	0	681	340.5	91.92	133.127
informatio	Employment in Information	110	2,565	Labor Force	1.32%	0	155	77.5	23.32	28.639
arts	Employment in Arts	110	45,268	Labor Force	23.22%	35	1977	1006	411.53	355.46
under__100	Annual Income Under \$10,000	110	N/A	Households	N/A	0	465	232.5	97.05	85.5
10000_1499	Annual Income \$10,000-\$14,999	110	8,488	Households	5.42%	0	365	182.5	77.16	67.555
15000_1999	Annual Income \$15,000-\$19,999	110	8,120	Households	5.19%	0	258	129	73.82	50.954
20000_2499	Annual Income \$20,000-\$24,999	110	7,581	Households	4.84%	0	215	107.5	68.92	46.45
25000_2999	Annual Income \$25,000-\$29,999	110	8,778	Households	5.61%	0	298	149	79.8	59.398
30000_3499	Annual Income \$30,000-\$34,999	110	8,613	Households	5.50%	0	221	110.5	78.3	56.202
35000_3999	Annual Income \$35,000-\$39,999	110	8,184	Households	5.23%	0	310	155	74.4	62.852
125000_149	Annual Income \$125,000-\$149,999	110	8,429	Households	5.39%	0	469	234.5	76.63	74.587
150000_199	Annual Income \$150,000-\$199,999	110	7,892	Households	5.04%	0	287	143.5	71.75	58.056
200000+	Annual Income Greater than \$200,000	110	6,333	Households	4.05%	0	291	145.5	57.57	56.298

	Description	N	Freq.	Category	Percent of Category	Min	Max	Median	Mean	Std. Deviation
poverty_st	Poverty Status	110	49,963	Households		2	2168	1085	454.21	408.911
no_high_sc	No High School Education	110	76,265	Population	12.61%	0	1309	654.5	258.78	246.246
foreign_bo	Foreign Born	110	53,436	Population	12.43%	0	2178	1089	485.78	516.462
spanish_sp	Spanish Speaking	110	24,275	Household	N/A	0	2224	1112	220.68	321.584
other_lang	Other Language Speaking	110	14,855	Household	N/A	0	867	433.5	135.05	192.075
age25_29	Age 22 to 24 Total	110	23,994	Population	5.92%	0	758	379	218.13	159.65
age30_34	Age 25 to 29 Total	110	23,744	Population	5.86%	0	745	372.5	215.85	177.709
race_white	Race White	110	311,452	Population	72.45%	205	10974	5589.5	2831.38	1752.575
race_black	Race Black	110	55,698	Population	12.96%	0	4005	2002.5	506.35	705.171
race_asian	Race Asian	110	22,343	Population	5.20%	0	1710	855	203.12	348.793
race_other	Race Other	110	27,345	Population	6.36%	0	1972	986	248.59	356.403
race_two	Bi-racial	110	11,132	Population	2.59%	0	806	403	101.2	144.053
1_unit_det	Housing 1 Unit	110	139,035	Households	56.07%	4	4953	2478.5	1263.95	821.716
5_9units	Housing 5-9 Units	110	12,242	Households	4.94%	0	795	397.5	111.29	156.096
10_19units	Housing 10-19 Units	110	8,440	Households	3.40%	0	565	282.5	76.73	107.689
20_49units	Housing 20-49 Units	110	6,380	Households	2.57%	0	728	364	58	98.116
50+_units	Housing 50+ Units	110	14,903	Households	6.01%	0	1365	682.5	135.48	244.931
occ_renter	Tenure, Occupancy Status, Renter Occupied	110	47,819	Households	28.60%	0	1487	743.5	434.72	314.301
car_0	Households, Zero Vehicles Available	110	12,273	Households	6.38%	0	638	319	111.57	129.77
car_1	Households, One Car Available	110	43,411	Households	22.58%	0	1565	782.5	394.65	244.678
car_3	Households, Three Cars Available	110	35,433	Households	18.43%	0	2273	1136.5	322.12	325.706
car_4	Households, Four Cars Available	110	12,094	Households	6.29%	0	541	270.5	109.95	117.316
emp_den	Employment/Area	110	N/A	N/A	N/A	25.78	11146.82	5586.301	1059.42	1677.16
pop_den	Population/Area	110	N/A	N/A	N/A	64.27	25452.69	12758.48	2391.52	3940.31

4.4 CORRELATIONS

A correlation coefficient is the measure of strength of the linear association between two variables (-1 to +1). This table contains only variables that have a statistically significant correlation with the bus_to_wor variable.

Table 3 Atlantic City, Correlations

	Description	Pearson Correlation
unemployme	Unemployed Population	.285**
public_tra	Journey to Work by Public Transportation Total	.996**
bus_to_wor	Journey to Work by Public Transportation by Bus or Trolley Bus	1
informatio	Employment in Information	-.229*
arts	Employment in Arts	.504**
under_100	Annual Income Under \$10,000	.416**
10000_1499	Annual Income \$10,000-\$14,999	.223*
15000_1999	Annual Income \$15,000-\$19,999	.261**
25000_2999	Annual Income \$25,000-\$29,999	.349**
30000_3499	Annual Income \$30,000-\$34,999	.250**
35000_3999	Annual Income \$35,000-\$39,999	.238*
125000_149	Annual Income \$125,000-\$149,999	-.265**
150000_199	Annual Income \$150,000-\$199,999	-.330**
200000+	Annual Income Greater than \$200,000	-.256**
poverty_st	Poverty Status	.448**
no_high_sc	No High School Education	.503**
foreign_bo	Foreign Born	.561**
spanish_sp	Spanish Speaking	.406**
other_lang	Other Language Speaking	.416**
age25_29	Age 22 to 24 Total	.336**
age30_34	Age 25 to 29 Total	.225*
race_white	Race White	-.281**
race_black	Race Black	.500**
race_asian	Race Asian	.338**
race_other	Race Other	.394**
race_two	Bi-racial	.209*
1_unit_det	Housing 1 Unit	-.370**
5_9units	Housing 5-9 Units	.221*
20_49units	Housing 20-49 Units	.239*
50+_units	Housing 50+ Units	.392**
occ_renter	Tenure, Occupancy Status, Renter Occupied	.527**
car_0	Households, Zero Vehicles Available	.749**
car_1	Households, One Car Available	.467**
car_3	Households, Three Cars Available	-.224*
car_4	Households, Four Cars Available	-.225*
emp_den	Employment/Area	.524**
pop_den	Population/Area	.507**

**. Correlation is significant at the 0.01 level (2-tailed).

*. Correlation is significant at the 0.05 level (2-tailed).

4.5 REGRESSION METHODOLOGY

The model used in this analysis is a linear regression model that assumes a linear relationship between the dependent variable (`bus_to_wor`) and a set of independent variables. A regression model fits a straight line to a set of observed data and provides sufficient statistically significance to ²

The regression model will produce a number of parameters and model fitting indicators such as the coefficient of determination (R Squared). The R Squared is defined as the percent of the variation of the dependent variable (`bus_to_wor`) explained by the set of independent variables. The percent of bus riders from each census tract will be explained by the regression model's set of independent variables. Therefore the higher the R Squared the more explanatory power the model provides.

The regression model output also provides a constant (intercept) which is the average value of the dependent variable when the independent variables equal zero.³

Slope coefficient indicate the average change in the dependent variable with a one unit change in the independent variable.

For the purposes of this modelling effort statistical significance is defined as a p-value of <.05 or a t-value >2.5.

4.6 ATLANTIC CITY MODEL DEVELOPMENT

AVAIL developed a regression model for Atlantic City that has an R-Squared of .629. The model uses the dependent variable of bus-to-work in the initial regression model and keeps only the independent variables which are statistically significant and contribute to increases in R-Squared and Adjusted R-Squared. When the coefficient for a variable is not statistically significant we must accept the null hypothesis that the coefficient equals zero. In the Atlantic City Regression Model the Constant is not statistically significant in any of the specifications.

Table 4 Atlantic City, Regression Model Development

Atlantic City				
Dependent Variable	Atlantic City1	Atlantic City2	Atlantic City3	Atlantic City4
Constant	6.14	-23.95	-12.39	-17.40
car_0	0.77*	0.69**	.63**	.54**
car_1		0.1**	.14**	.14**
informatio			-.82**	-.76**
emp_den				.01*
R Sq.	0.56	0.59	0.61	0.63
N	110	110	110	110

** T-value >2.5 and P-value <.05. * T-value >2.5 or P-value <.05.

² Rogerson, Peter A., 2006, *Statistical Methods for Geography 2nd Edition*, London: Sage Publications

³ Lewis-Beck, Michael S., 1980, *Applied Regression, An Introduction*, Newbury Park: Sage Publications

4.7 ATLANTIC CITY REGRESSION EQUATION

This equation uses the following five variables:

- bus_to_wor = Journey to Work by Public Transportation by Bus or Trolley Bus
- CAR_0 = Zero Car Households
- car_0 = Households, Zero Vehicles Available
- car_1 = Households, One Vehicle Available
- informatio = Employment in Information Sector
- emp_den = Employment/Area

The regression equation with an R Squared of 63% is specified as follows:

$$\text{bus_to_wor} = 0.5438445 * (\text{car_0}) + 0.135101 * (\text{car_1}) - 0.7550878 * (\text{information}) + 0.01220453 * (\text{emp_den})$$

4.8 IMPLEMENTING REGRESSION MODELS FOR MICROSIMULATION

To predict ridership in our microsimulation, we use the following process for each tract in the market area. To show this process on a smaller scale, we will show a Regression Model example using a single census tract, 34001012200 and the Atlantic City Regression Equation. This census tract has 379 individuals indicating bus-to-work as their mode of transportation. On the map below, the tract has been enlarged in green for viewing:

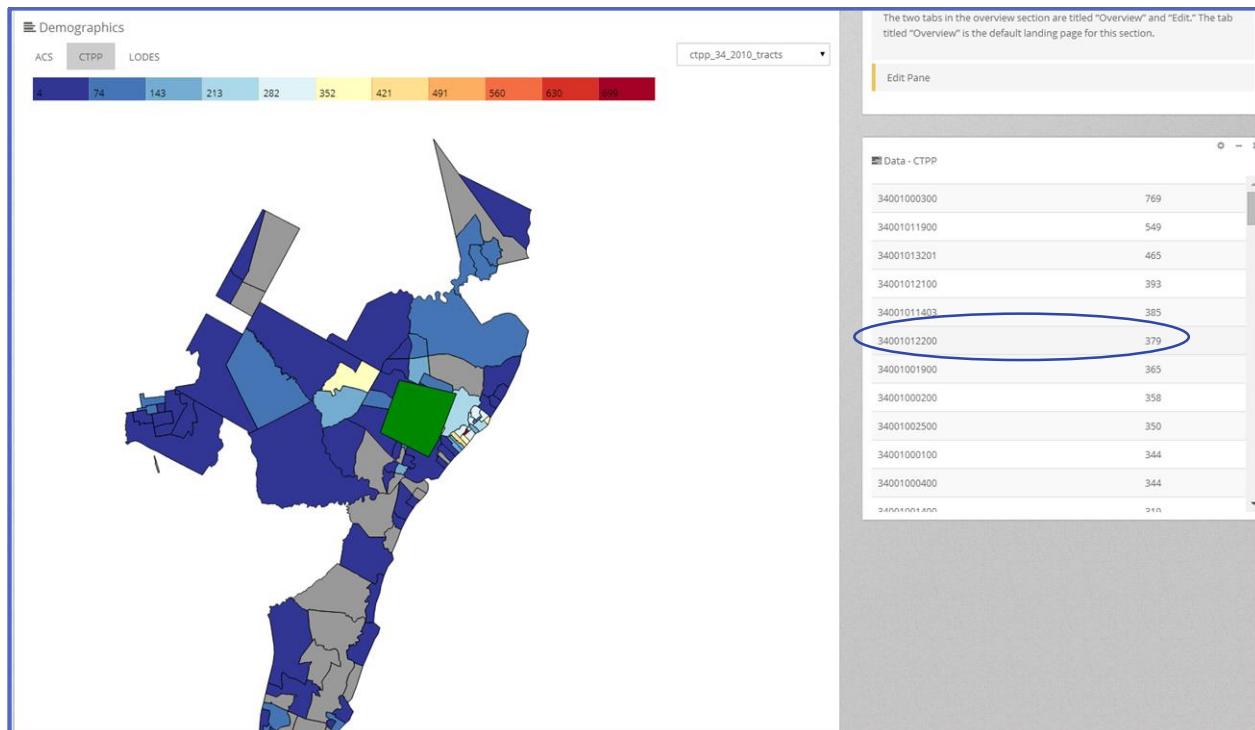


Figure 59 Admin Tool, Overview Map

4.8.1 Find the number of riders predicted by the regression model for the tract.

To find the number of riders AVAIL has developed an algorithm that pulls specific census data for each census tract into the regression model. In this example, we will collect the variables for the Atlantic City Regression Equation and the corresponding data for census tract 34001012200. One can access this information using the Admin Tool by accessing the overview map and scrolling over the desired census tract.

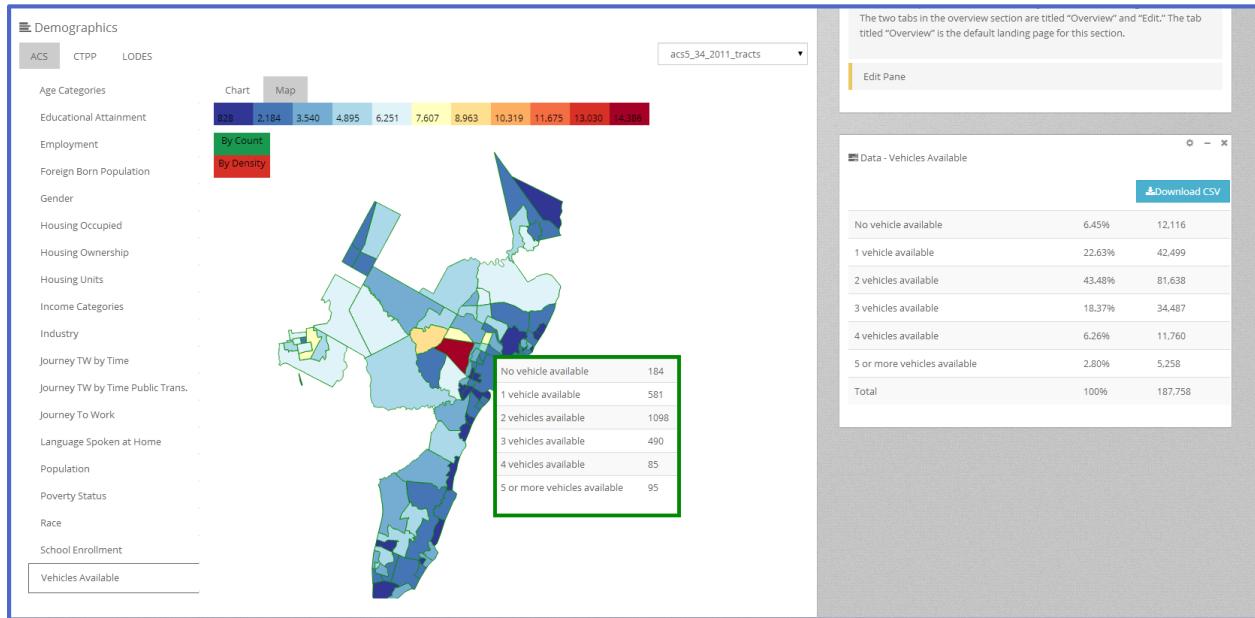


Figure 60 Admin Tool. Overview Map with Mouseover

The trip table generating algorithm gathers the census tract data for each regression model variable.

Table 5 Trip Table Algorithm, Census Tract Variables

Equation Variable	Description	Census Category	Amount in Census Tract 34001012200
bus_to_wor	Journey to Work by Public Transportation by Bus or Trolley Bus	Journey To Work	382
car_0	Households, Zero Vehicles Available	Vehicles Available	184
car_1	Households, One Car Available	Vehicles Available	581
informatio	Employment in Information Sector	Employment	15
emp_den	Employment/Area	Total Employment/Total Area	2248

4.8.2 The Regression Model Equation

In Atlantic City census tract 34001012200, the Atlantic City Regression Model is run as follows

$$\text{bus_to_wor} = 0.5438445 * (\text{car_0}) + 0.135101 * (\text{car_1}) - 0.7550878 * (\text{information}) + 0.01220453 * (\text{emp_den})$$

When filled with census data for the tract:

$$\text{bus_to_wor} = 0.5438445 * (184) + 0.135101 * (581) - 0.7550878 * (15) + 0.01220453 * (2248) = 194.6705354$$

The number of riders in census tract 34001012200 predicted by the Atlantic City Regression Model is 195.

4.8.3 ACS Regression Ratio

We take the number of riders predicted by the regression, and divide that by ACS variable Journey To Work: Public Transportation –Bus for the tract, giving us the ratio of predicted riders to census counted riders.

$$\text{Regression Model Riders / ACS Riders} = \text{ACS Regression Ratio}$$

$$195/382=0.51$$

4.8.4 CTPP Home Tract to Work Tract Counts

Then for each home tract to work tract bus travel count in the CTPP, we multiply the count by the ACS Regression Ratio to find the ridership numbers for input into the trip table.

$$\text{Trip Table Input} = \text{CTPP} * \text{Regression Ratio}$$

Table 6 Trip Table Output

Riders from Home Tract 34001012200		
Work Tract	Riders	Trip Table Output = CTPP * Regression Ratio (0.51)
34001002400	160	82
34001001400	60	31
34001002300	60	31
34001000400	25	13
34001011900	25	13
34001001100	20	10
34001013201	15	8
34001013302	10	5
34001011702	4	2
Total	379	193

4.8.5 All resulting trips are added to our trip table to be simulated by the modeling software. The resulting trip table shows the number of bus trips from the origin point (census tract 3400101220) to each corresponding work census tract.

4.8.6 The trip is microsimulated using Open Trip Planner. The trip table output is then run through Open Trip Planner, an open source transportation planning software. Open Trip Planner returns the three fastest-by-travel-time routes from the origin point to the destination point by departure time.



4.8.7 Model Analysis

The Admin Tool has a number of charts, tables and maps designed to allow the user to analyze the microsimulation. These include:

- Inbound and outbound trips for the zone
- Number of riders per route
- Number of unroutable trips which occur when there is not both a valid origin and destination point between two zones.
- Trips are listed by most likely bus route taken
- Wait times are estimated for each person's trip.

4.8.8 Implementing Regression Models Flow Chart

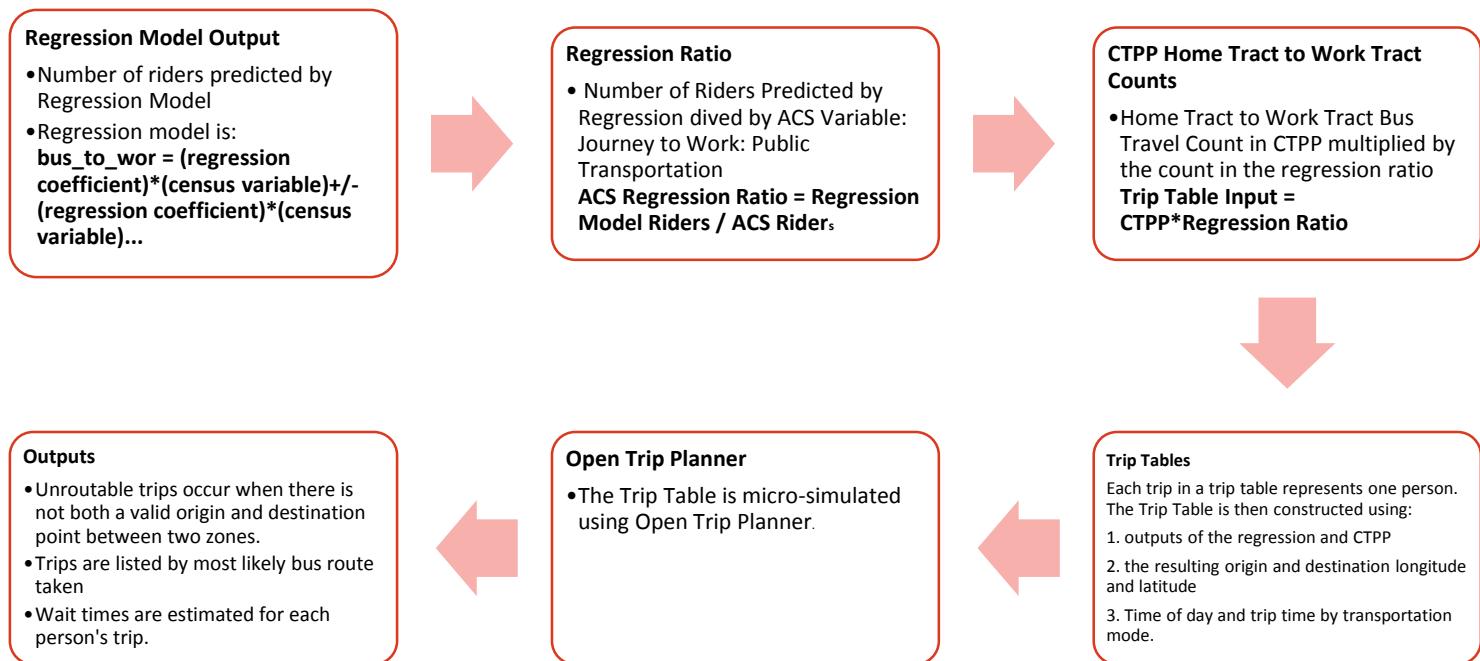


Figure 61 Flow Chart: Implementing Regression Models for Microsimulation

4.9 MODEL VALIDATION (INCLUDES: MODEL OUTPUTS, OBSERVATIONS ON MODEL OUTPUT)

4.9.1 Model Outputs

4.9.1.1 *Atlantic City AM Regression Model*

Figure 62 *Atlantic City4 Regression Model vs. Farebox. Distribution Graph of Riders by Route ID*



Table 7 *Atlantic City4 Regression Model vs. Farebox. Distribution Graph of Riders by Route ID.*

Route ID	AC AM Regression 9/5/14	AC AM Farebox
319	229	undefined
501	442	258
502	404	569
504	179	138
505	1677	1154
507	395	647
508	1038	423
509	424	513
551	49	505
552	612	483
553	838	666
554	358	592
559	123	375
	6768	6323

4.9.2 Observations on Model Outputs

4.9.2.1 AC AM Findings

- The Atlantic City4 Regression Model puts 229 riders onto Route 319. AM Farebox has no available data for Route 319. To best compare the Atlantic City4 Regression Model output with Farebox data the Route 319 riders are removed from total ridership.
- Using the Atlantic City4 Regression Model to test AM bus ridership, the microsimulation accuracy is within 3.6% of Farebox. AM Farebox total ridership is 6,323. Atlantic City4 Regression Model total ridership after removing Route 319 is 6,539.
- Microsimulation overestimates Routes 508, 505, and to a lesser-degree 501. These are downtown on-island routes that compete directly with Jitney service and as a result Farebox numbers are below microsimulation estimates. One possible explanation is that this represents bus riders that are not utilizing NJTransit.
- The microsimulation underestimates AM ridership on Route 551 which is a long distance low-service bus route that caters to non-work related patrons. This is likely related to entertainment activities downtown.
- The possible explanation for the negative correlation and subsequent negative coefficient for the Employment in the Information sector is the spatial distribution of their home locations. They're predominantly located in the census tract number 34001010501 which has limited transit service.

4.9.2.2 Atlantic City PM Regression Model

Figure 63 Atlantic City4 Regression Model vs. Farebox. Distribution Graph of Riders by Route ID



Table 8 Atlantic City4 Regression Model vs. Farebox. Distribution Graph of Riders by Route ID

Route ID	AC PM Regression 9/5/14	AC PM Farebox
319	156	undefined
501	467	264
502	433	852
504	226	153
505	1545	1314
507	549	667
508	1177	475
509	381	256
551	15	569
552	538	602
553	741	775
554	425	543
559	80	332
	6733	6802

4.9.2.3 AC PM Findings

- The Atlantic City4 Regression Model puts 156 riders onto Route 319. AM Farebox has no available data for Route 319. To best compare the Atlantic City4 Regression Model output with Farebox data the Route 319 riders are removed from total ridership.
- Using the Atlantic City4 Regression Model to test PM bus ridership, the microsimulation accuracy is within 3.3% of Farebox. PM Farebox total ridership is 6,802. Atlantic City4 Regression Model total PM ridership after removing Route 319 is 6,570.
- Microsimulation overestimates Routes 508 and to a lesser-degree 505 and 501. These are downtown on-island routes that compete directly with Jitney service and as a result Farebox numbers are below microsimulation estimates. One possible explanation is that this represents bus riders that are not utilizing NJTransit.
- The microsimulation once again under-estimates ridership on Route 551 which is a long distance low-service bus route that caters to non-work related patrons. This is likely related to entertainment activities downtown.

5 APPENDIX A: OVERVIEW ON BUILDING REGRESSION MODELS

The following is an overview of processes followed in building the regression models derived from the census data. At this time, the regression models show high sensitivity to changes in geographies.

5.1 EXTRACT CENSUS TRACTS FROM WEB TOOL

Our first step is to extract the GeOID's of the Census Tracts for a given market area from the database of our web-tool. For Atlantic City, the GeOID's are shown below:

```
"34001010102","34001010104","34001010105","34001001400","34001002500","34001002400","34001001900","34001001200","34001001500","34001001100","34001000300","34001002300","34001000500","34001000400","34001001000","34001000200","34001013201","34001013202","34001013302","34001013301","34001013000","34001013101","34001013102","34001001300","34001010101","34001010505","34001010200","34001011900","34001010300","34001012000","34001012100","34001012200","34001012401","34001012302","34001012402","34001012501","34001013500","34001012602","34001012701","34001012801","34001011803","34001012502","34001011702","34001011701","34001010506","34001010503","34001983400","34001010403","34001011802","34001011804","34001011404","34001012702","34001011805","34001011403","34009020201","34009020101","34009020102","34009020203","34001012802","34001011600","34001011500","34001011401","34011030100","34009020301","34009020205","34009020800","34009020206","34001010401","34001010501","34009021001","34009020902","34009020901","34009021100","34009022102","34009022101","34009021804","34009021803","34009021701","34009021702","34009021805","34009021806","34009021900","34009022000","34009021600","34009021500","34009021400","34009021300","34009021002","34009020302","34009020700","34011041000","34011040800","34011040700","34011040600","34011040500","34011041100","34011040300","34011040400","34001011202","34001011100","34001011000","34001010900","34001010800","34029736101","34029736102","34029737000","34029736002","34029736001"
```

5.2 CREATING A DATA RICH GIS FILE

Now that we have a subset of Census Tracts, we slice this group out of our database that contains New Jersey Census Tracts, and query the Census API to acquire a selection of ACS data for these tracts. Once completed, this data is exported from our database as a JavaScript Object Notation (JSON) object that contains the census geographies and with the ACS data as attributes, this JSON object is then converted to a shapefile for use in GIS applications.

geoid	total_popu	employment	unemployme	travel_to_	car_to_wor	public_tra	bus_to_wor
34009020901	828	318	27	308	244	0	0
34009021002	3623	1930	141	1897	1735	16	16
34009022102	5533	2367	356	2299	2140	37	37
34009021001	2600	848	89	835	738	20	20
34009022101	1887	649	57	649	545	0	0
34009020301	4202	2136	185	2070	1969	10	0
34009021500	2150	1116	206	1084	944	43	24
34009020102	2413	1220	47	1210	867	19	9
34009021400	3650	1687	202	1657	791	104	101
34009020101	3307	1703	172	1703	1190	48	38
34009021804	5603	2789	343	2633	2448	79	79
34009021300	4111	1670	196	1580	1411	25	12

5.3 GEODA

Next, we take advantage of the Open Source program GeoDA⁴, a statistical tool for analyzing sets of spatial data. Using GeoDA, we developed a regression model for Atlantic City that provides significant ridership determination values using ACS variables.

Figure 64 GeoDA Regression Model Output for Atlantic City, 08.04.2014

SUMMARY OF OUTPUT: ORDINARY LEAST SQUARES ESTIMATION

```

Data set      : atlantic_city
Dependent Variable : bus_to_wor Number of Observations: 110
Mean dependent var :  91.9182 Number of Variables : 5
S.D. dependent var :  132.52 Degrees of Freedom : 105

R-squared      : 0.631199          F-statistic      : 44.9266
Adjusted R-squared : 0.617149      Prob(F-statistic) : 6.16364e-022
Sum squared residual: 712441      Log likelihood   : -638.762
Sigma-square    : 6785.15          Akaike info criterion: 1287.52
S.E. of regression : 82.372       Schwarz criterion  : 1301.03
Sigma-square ML  : 6476.73
S.E of regression ML: 80.4782
-----
```

Variable	Coefficient	Std.Error	t-Statistic	Probability
CONSTANT	-17.39952	15.78323	-1.102405	0.27281
informatio	-0.7550878	0.3011341	-2.50748	0.01369
car_0	0.5438445	0.08070842	6.738386	0.00000
car_1	0.135101	0.03810142	3.545827	0.00059
emp_den	0.01220453	0.005641713	2.163266	0.03279

REGRESSION DIAGNOSTICS

MULTICOLLINEARITY CONDITION NUMBER 5.033240

TEST ON NORMALITY OF ERRORS

TEST	DF	VALUE	PROB
Jarque-Bera	2	26.2924	0.00000

DIAGNOSTICS FOR HETROSKEDEASTICITY

RANDOM COEFFICIENTS

TEST	DF	VALUE	PROB
Breusch-Pagan test	4	88.8810	0.00000
Koenker-Bassett test	4	40.5768	0.00000

===== END OF REPORT =====

⁴ <http://geodacenter.asu.edu/software/downloads>