

Tel Aviv

Book Chapter

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CHAPTER 91

Tel Aviv

Christoph Dobler

The initial Tel Aviv MATSim scenario (Bekhor et al., 2011) was recently extended by adding destination choice to the MATSim iterations (Dobler et al., 2014).

The modeled area was divided into 1 219 TAZ (Figure 91.1(a)); geometry was provided as a ESRI shape file (ESRI, 1998). Zonal attributes contained information on the population living in the zone, as well as types of activities that can be performed.

The population was created using population generator outcomes from the Tel Aviv activity-based model, containing socio-demographic attributes and daily schedules with up to six activities. This kept computational effort manageable; a 10 % population sample was simulated. Additional data was provided for external trips; for each of the three types (car, truck, commercial), O-D matrices for three different time periods were available.

Network input data was taken from the EMME/2 model (see INRO, 2015), also used by the Assignment Unit of the existing Tel Aviv Model. Conversion process details can be found in Gao et al. (2010). Turning restrictions were handled by adapting the network structure, resulting in a network containing 9 474 nodes and 18 570 links (Figure 91.1(b)). Some major road capacities were obviously too low (e.g., noticeably lower than traffic counts indicated) and were corrected manually.

The Tel Aviv scenario contained road pricing for two arterial highways; count data for validation was available for three arterial roads.

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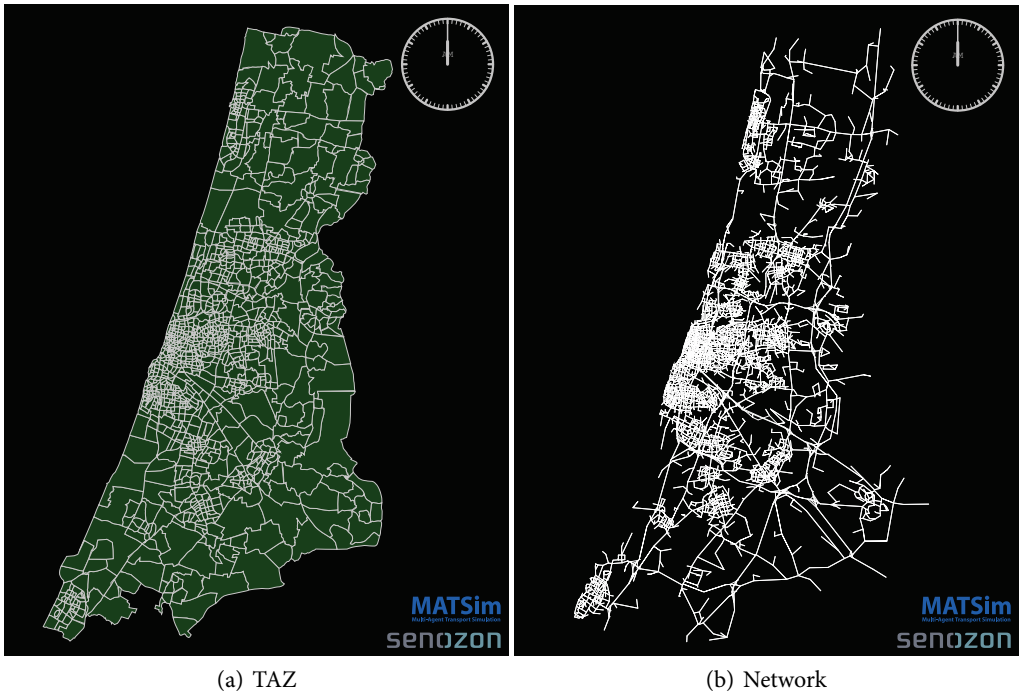


Figure 91.1: Tel Aviv scenario.