Appendix A

Hankey and Lindsey (2016) estimated facility-demand models based on peak period (4 to 6 p.m.) counts of pedestrian and bicycle traffic in Minneapolis, Minnesota. They employed a stepwise linear regression method allowing for varying the spatial scale of independent (land use and transportation) variables. The R^2 is 0.47 for their bicycle count model and 0.50 for their pedestrian count model. Figure A1 compares estimated counts and actual counts. Figure A2 presents the distribution of the bicycle and pedestrian peak hour traffic estimated by the facility-demand models.
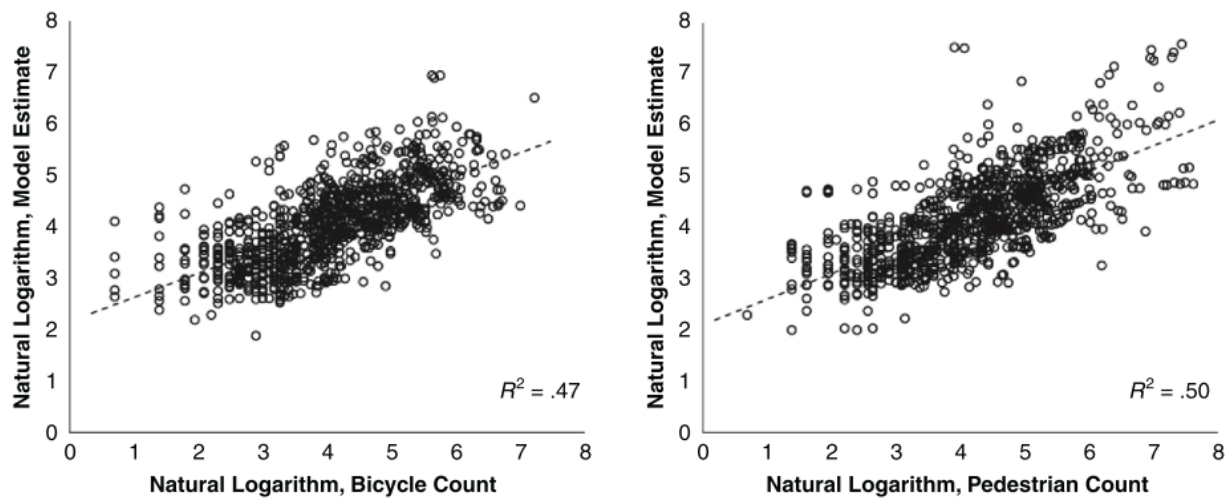

Figure A1. Comparison between estimated count and actual count
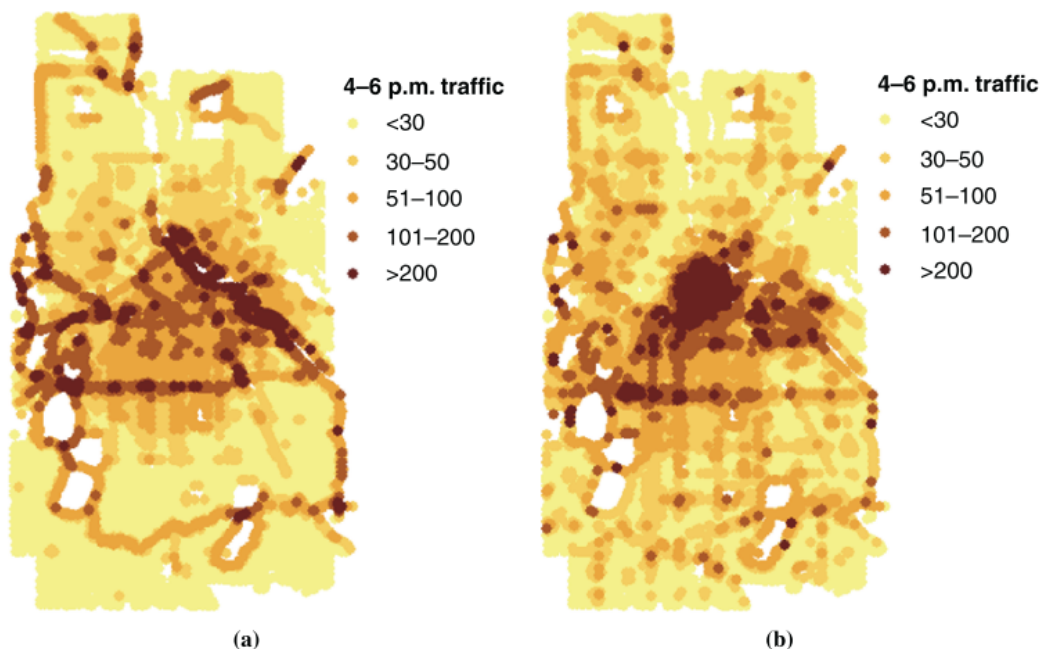

Figure A2. Distribution of estimated bicycle (a) and pedestrian (b) peak period traffic count

References

Hankey, S., & Lindsey, G. (2016). Facility-demand models of peak period pedestrian and bicycle traffic. *Transportation Research Record*, *2586*, 48–58. https://doi.org/10.3141/2586-06