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عنوان مقاله:

Mathematical modeling of public transit mode for green transportation

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نویسندگان:

Zhila dehdari ebrahimi - *Msc in Industrial Management, Faculty of Management and Accounting, Allameh Tabataba'i University, Tehran, Iran*

Mohsen Momeni Tabar - *Msc in Industrial Engineering, Department of Industrial Engineering, K.N.Toosi University of Technology, Tehran, Iran*

خلاصه مقاله:

Commissioning and operation of public transportation systems, high costs for the system, and the government there. For this reason, the provider of the system, trying to optimize their costs. On the other hand, the purpose of the public transportation system, allowing quick and inexpensive transportation to all segments of society and reducing the negative effects of transport such as pollution, congestion, noise pollution, and so it is. In a public transportation system parameters such as travel time, comfort, etc., directly affect the level of coverage of public transport networks, and services, on the other services and features of their traffic. The environment walk is also one of the most important factors in choosing the public vehicle. Quality public transit network, based on factors such as the direct paths, covering the maintenance, operating costs, the cost of public transport users (including waiting time at the station, time inside of vehicle and time for changing the vehicle) and the average number of the change for device is determined. Public transit has been widely recognized as a potential way to develop low-carbon transportation. In this paper, an optimal allocation model of public transit mode proportion (MPMP) has been built to achieve the low-carbon public transit. Optimal ratios of passenger traffic for rail, bus, and taxi are derived by running the model using typical data with different values of traffic demand, construction cost, travel time, and accessibilities, MPMP can generate .corresponding optimal ratios, benefiting decision impacts analysis and decision makers

کلمات کلیدی:

mathematical model, public transit, green transportation, resource allocation, transport diversity

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