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基于路网的换乘强度研究 点击数: 460

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摘要: 本文通过引入换乘强度指标, 建立了换乘强度模型, 为城市停车换乘规划提供决策依据。通过计算城市中心区轨道交通网可达性与城市道路网可达性两者的比值, 建立基本换乘强度模型; 通过计算轨道交通网与城市道路网密度的比值, 建立静态换乘强度模型, 综合考虑基本换乘强度和静态换乘强度, 给出了换乘强度的计算公式, 确定了基本换乘强度的临界值; 通过对国外实施停车换乘城市的静态换乘强度的统计分析, 确定了静态换乘强度的临界值和合理值。并结合以上取值, 给出换乘强度的临界值与合理值。最后, 探讨换乘强度指标在停车换乘规划和换乘需求定性分析中的实际应用意义。

关键词: 基本换乘强度; 静态换乘强度; 可达性; 停车换乘规划

Study on Park-and-Ride Intensity with the Basis of Road Network

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Abstract: In order to provide decision basis for city Park-and-Ride planning, Park-and-Ride Intensity model is set up through adopting Park-and-Ride intensity index. Firstly Basic Park-and-Ride Intensity model is founded by way of calculating the ratio between rail transit accessibility in city center and city road network accessibility. Secondly, Static Park-and-Ride Intensity model is set up by means of calculating the density ratio between rail transit and city road network. Thereby the formula of Park-and-Ride Intensity is brought about, on the basis of which critical value and rational value is obtained. At last, it is discussed that Park-and-Ride Intensity index's practical application in city Park-and-Ride plans and qualitative analyzing of the Park-and-Ride demanding quantity outside of city center.

Keywords: basic park-and-ride intensity; accessibility; static park-and-ride intensity; park-and-ride planning