PART IV

Scenarios

Scenarios Overview

Marcel Rieser, Andreas Horni and Kai Nagel

This last book part summarizes MATSim scenarios, as located on the map in Figure 52.1 and listed at `http://matsim.org/scenarios`.

Figure 52.1: Locations with known MATSim scenarios. Most of them are described in this book.

Although there are real-world scenarios based on free and public data such as the Santiago or Cottbus scenarios (Chapters 84 or 66), many scenarios are not public, due to data privacy issues. However, knowing about general methods and approaches adapted for scenario creation and understanding problems faced during these processes might significantly support and encourage the building of new scenarios. Each of the following chapters provides information on study area, population and demand generation, activity locations, network, simulated modes, calibration and validation, achieved results, and associated projects. Further topics involve where to find more information and where/when emphasis is put on certain scenario specialties—be it parsimonious data usage procedures, special modules used, or special modes simulated (such as the parataxis in the Gauteng scenario). Some scenarios have been used for years, with ongoing further development. We target the latest version when reporting.

Different levels of MATSim involvement are possible. For some regions and projects, MATSim is, for example, used only for traffic assignment, where for others, the complete demand is endogenously handled. Couplings with other forecasting models for transport demand generation have been successfully applied, like the coupling with TASHA (Travel Activity Scheduler for Household Agents) for Toronto, or the combination of MATSim with the Tel Aviv activity-based transport model.