

Use of LODES Data in Transportation Planning: Some Comparative Findings

Question your work tried to answer	Compare home-to-work flows generated from LODES against journey to work flows from the Census Transportation Planning Products (CTPP)
Local Employment Dynamics data sources used	<input checked="" type="checkbox"/> OnTheMap <input type="checkbox"/> QWI <input type="checkbox"/> Industry Focus <input type="checkbox"/> Raw data files from CD or VRDC <input type="checkbox"/> Other: _____
Other data sources used	2000 CTPP county-to-county OD flows (nationwide) 2000 CTPP Tract-to-Tract OD flows (Twin Cities and Kansas City MSAs) 3-year ACS-based CTPP county-to-county OD flows (nationwide)
Software/ data processing tools used	SAS statistical software TransCAD GIS software
Brief description of methodology (if someone wanted to do a similar analysis, how should they approach it?)	<ul style="list-style-type: none"> • Extract county-to-county (or Tract-to-Tract) flows from LODES containing fields for origin and destination FIPS and flows between them. • Create O-D matrix in TransCAD using the above data • Select origins (or destinations) of interest and calculate row and column totals for selected zones. • Append row and column totals to county geospatial features based on county FIPS code. • Create thematic maps showing location and volume of origin flows for specified destinations.
Benefits of methodology/ data	LODES home-to-work flow data can be used to create work trip origin-destination matrices for virtually any area in the United States at geographic resolutions ranging from Census Block to counties and metropolitan statistical areas.
Drawbacks/problems with methodology/data	LODES data currently excludes self-employed and federal workers and workplace locations in Massachusetts, New Hampshire, and the District of Columbia.
Anything else?	
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