# Use of LODES Data in Transportation Planning: Some Comparative Findings

<table>
<thead>
<tr>
<th>Question your work tried to answer</th>
<th>Compare home-to-work flows generated from LODES against journey to work flows from the Census Transportation Planning Products (CTPP)</th>
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</thead>
</table>
| **Local Employment Dynamics data sources used** | _√_ OnTheMap  
__ QWI  
__ Industry Focus  
__ Raw data files from CD or VRDC  
__ 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?) | • 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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