
A Study On Gap Acceptance Of Unsignalized Intersection

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Gap Acceptance and Traffic Interaction in the Freeway Merging Process: A nationwide study of freeway merging operations. - v.2. Gap acceptance in the freeway merging process. -v.3. Operational effects of some entrance ramp geometrics on freeway merging. -v.4. The determination of merging capacity and its application to freeway design and control. -v.5. Traffic

interaction in the freeway merging process. -v.6. Digital simulation of freeway merging operation. - v.7. Annotated bibliography on gap acceptance and its applications. -[v.8]. Summary report

Springer Nature
Today, most substance abuse treatment is administered by community-based organizations. If providers could readily incorporate the most recent advances in understanding the mechanisms of addiction and treatment, the treatment would be much more effective and efficient. The gap

between research findings and everyday treatment practice represents an enormous missed opportunity at this exciting time in this field. Informed by real-life experiences in addiction treatment including workshops and site visits, Bridging the Gap Between Practice and Research examines why research remains remote from treatment and makes specific recommendations to community providers, federal and state agencies, and other decisionmakers. The book outlines concrete strategies for building and disseminating knowledge about addiction; for

linking research, policy development, and everyday treatment implementation; and for helping drug treatment consumers become more informed advocates. In candid language, the committee discusses the policy barriers and the human attitudes—the stigma, suspicion, and skepticism—that often hinder progress in addiction treatment. The book identifies the obstacles to effective collaboration among the research, treatment, and policy sectors; evaluates models to address these barriers; and looks in detail at the issue from the perspective of the community-based provider and the researcher.

A Study on Gap Analysis of Health Care Services Cengage Learning

The survey identifies the current state of the gaps between the expected level and the actual level of the assets (i.e. Attitude, Skills and Knowledge), possessed by the candidates seeking an entry level job in the industry.

A Study of Two-lane Intersections and Crossings Under Combined Motor Vehicle and Bicycle

Traffic Demands A Study of Gap Acceptance at a Stop Sign Location A Study of Gap Acceptance at Left-hand and Right-hand Ramps A Study of Gap Acceptance at Left-hand and Right-hand Ramps Study on Left Turn Safety and Gap Acceptance at Unsignalized Intersections Study of GAP Acceptance Probabilities for Highway Crossing and Merging Safety and Operational Assessment of Gap Acceptance Through Large-scale Field Evaluation Given that "driver error" is cited as a contributing factor in 93 percent of all crashes, understanding driver behavior is an essential element in mitigating the crash problem. Among the more dangerous roadway elements are unsignalized intersections where drivers' gap acceptance behavior is strongly correlated to the operational and safety performance of the intersection. While a basic understanding of drivers' gap acceptance behavior exists, several unanswered questions remain. Previous work has attempted to address some of these questions, however to date the research has been somewhat limited in

scope and scale due to the challenges of collecting high fidelity gap acceptance data in the field. This research initiative utilized software newly developed for this project to collect gap acceptance data on 2,767 drivers at 60 sites, totaling 10,419 driver decisions and 22,639 gaps in traffic. This large-scale data collection effort allowed many of these remaining questions to be answered with an improved degree of certainty. This research initiative showed that naturalistic driver gap acceptance behavior can realistically be observed and accurately recorded in the field in real time using a newly developed software tool. This software tool and study methodology was validation using high fidelity video reduction techniques. This research compared different methods of analyzing gap acceptance data, in particular determining critical gap, seeing that the method used significantly affects the results. Conclusions were draw about the merits of each of the ten analysis methods considered. Through the analysis of the large data set collected, the research

determined that there exist appreciable and identifiable differences in gap acceptance behavior across drivers under varied conditions. The greatest differences were seen in relationship to wait time and queue presence. If a driver has queued vehicles waiting behind them and/or has been waiting to turn for a long period of time, they will be more likely to accept a smaller gap in traffic. Additionally, an analysis of gap acceptance as it relates to crash experience identified critical situations where a driver's gap acceptance behavior contributes to the occurrence of a crash. Characteristics of the driver such as gender and approximate age associated with specific crashes were examined. Teen drivers were identified as exhibiting aggressive gap acceptance behavior and were found to be overrepresented in gap acceptance related crashes. Ultimately, a better understanding of the driver and environmental factors that significantly contribute to increased crash risk will help guide the way to targeted design solutions.

A Study of Minimum Gap Acceptance and Its Application to Traffic Simulation for Uncontrolled Intersections
 Gap Acceptance at Non-standard Stop-controlled Intersections
 This report presents the study of minor street drivers' gap and lag acceptance and rejection at a non-standard stop-controlled T-intersection. In this context, non-standard stop-controlled intersections are those at which priority right-of-way is given to a left-turning traffic stream. The arrival and departure times of all vehicles entering the intersection were collected with a traffic classifier and video camera. Lag/gap acceptance and rejection values were found for several specific movement combinations. The resulting critical lag and gap values varied over a wide range, depending upon the method used to derive them and the particular movement pattern being considered. Values ranged from 1.8 to 9.0 seconds, with the majority of the critical gap values higher than the critical lag values for the same movement. The lower lag/gap values were from a movement

pair associated with non-standard control: drivers stopped to wait on the oncoming traffic stream having the right-of-way often choose to proceed when oncoming vehicles are close, assuming that if an oncoming vehicle has not reduced its speed by the time it is close to the intersection, it will probably proceed through and not turn left. At the intersection studied, this non-standard stop-controlled pattern sometimes caused confusion among drivers and excessive delay on minor street approaches during high traffic volume periods.

Gap Acceptance Study Using Video Image Processing
 Vehicle Gap-acceptance Study at Unsignalised T-intersections
 A Study of Lag and Gap Acceptances at Stop-controlled Intersections
 Gap Acceptance and Traffic Interaction in the Freeway Merging Process: A nationwide study of freeway merging operations. -v.2. Gap acceptance in the freeway merging process. -v.3. Operational effects of some entrance ramp geometrics on freeway merging. -v.4. The determination of merging capacity and its application to freeway

design and control. -v.5. Traffic interaction in the freeway merging process. -v.6. Digital simulation of freeway merging operation. -v.7. Annotated bibliography on gap acceptance and its applications. -[v.8]. Summary report

A Concise Introduction to Traffic Engineering
Theoretical Fundamentals and Case Studies
Dr. Natasha Campbell-McBride set up The Cambridge Nutrition Clinic in 1998. As a parent of a child diagnosed with learning disabilities, she is acutely aware of the difficulties facing other parents like her, and she has devoted much of her time to helping these families. She realized that nutrition played a critical role in helping children and adults to overcome their disabilities, and has pioneered the use of probiotics in this field. Her willingness to share her knowledge has resulted in her contributing to many publications, as well as presenting at numerous seminars and conferences on the subjects of learning disabilities and digestive disorders. Her book *Gut and Psychology Syndrome* captures her experience and knowledge, incorporating her most recent work. She believes

that the link between learning disabilities, the food and drink that we take, and the condition of our digestive system is absolute, and the results of her work have supported her position on this subject. In her clinic, parents discuss all aspects of their child's condition, confident in the knowledge that they are not only talking to a professional but to a parent who has lived their experience. Her deep understanding of the challenges they face puts her advice in a class of its own.

A Study of Gap Acceptance at Left-hand and Right-hand Ramps
National Academies Press
Marketing is vital to the survival of any organization including health care delivery organizations. Assessment of quality of services provided by the hospitals in these days has been a serious concern for hospitals and health care organizations owing to the excessive demands imposed on them by users, consumers, government and society at large. In addition to the quality of services, measurement of patient satisfaction also has been encouraged by growing consumer

orientation in health care, especially since it yields information about consumer views in a form which can be used for comparison and monitoring. The major focus of this study is to identify the gaps of the service providers if any. To identify the gaps the 7 P's of Marketing were used as a base. A prominent hospital in Mangalore is considered for the study. A comprehensive service quality measurement scale SERVQUAL is given prime attention in the present study.

Introduction to Traffic Engineering: A Manual for Data Collection and Analysis
National Academies Press
This book covers a selection of fundamental topics of traffic engineering useful for highways facilities design and control. The treatment is concise but it does not neglect to examine the most recent and crucial theoretical aspects which are at the root of numerous highway engineering applications, like, for instance, the essential aspects of highways traffic stream reliability calculation and automated highway systems control. In order to make these topics easy

to follow, several illustrative worked examples of applications are provided in great detail. An intuitive and discursive, rather than formal, style has been adopted throughout the contents. As such, the book offers up-to-date and practical knowledge on several aspects of traffic engineering, which is of interest to a wide audience including students, researchers as well as transportation planners, public transport specialists, city planners and decision-makers.

The Health of Lesbian, Gay, Bisexual, and Transgender People
Springer

Given that "driver error" is cited as a contributing factor in 93 percent of all crashes, understanding driver behavior is an essential element in mitigating the crash problem. Among the more dangerous roadway elements are unsignalized intersections where drivers' gap acceptance behavior is strongly correlated to the operational and safety performance of the intersection. While a basic understanding of drivers' gap acceptance behavior exists, several unanswered questions remain. Previous work has

attempted to address some of these questions, however to date the research has been somewhat limited in scope and scale due to the challenges of collecting high fidelity gap acceptance data in the field. This research initiative utilized software newly developed for this project to collect gap acceptance data on 2,767 drivers at 60 sites, totaling 10,419 driver decisions and 22,639 gaps in traffic. This large-scale data collection effort allowed many of these remaining questions to be answered with an improved degree of certainty. This research initiative showed that naturalistic driver gap acceptance behavior can realistically be observed and accurately recorded in the field in real time using a newly developed software tool. This software tool and study methodology was validation using high fidelity video reduction techniques. This research compared different methods of analyzing gap acceptance data, in particular determining critical gap, seeing that the method used significantly affects the results. Conclusions were draw about the merits of

each of the ten analysis methods considered. Through the analysis of the large data set collected, the research determined that there exist appreciable and identifiable differences in gap acceptance behavior across drivers under varied conditions. The greatest differences were seen in relationship to wait time and queue presence. If a driver has queued vehicles waiting behind them and/or has been waiting to turn for a long period of time, they will be more likely to accept a smaller gap in traffic. Additionally, an analysis of gap acceptance as it relates to crash experience identified critical situations where a driver's gap acceptance behavior contributes to the occurrence of a crash. Characteristics of the driver such as gender and approximate age associated with specific crashes were examined. Teen drivers were identified as exhibiting aggressive gap acceptance behavior and were found to be overrepresented in gap acceptance related crashes. Ultimately, a better understanding of the driver and environmental factors

that significantly contribute to increased crash risk will help guide the way to targeted design solutions.

A Study of Two-lane Intersections and Crossings Under Combined Motor Vehicle and Bicycle Traffic Demands

World Bank Publications

At a time when lesbian, gay, bisexual, and transgender individuals-- often referred to under the umbrella acronym LGBT--are becoming more visible in society and more socially acknowledged, clinicians and researchers are faced with incomplete information about their health status. While LGBT populations often are combined as a single entity for research and advocacy purposes, each is a distinct population group with its own specific health needs.

Furthermore, the experiences of LGBT individuals are not uniform and are shaped by factors of race, ethnicity, socioeconomic status, geographical location, and age, any of which can have an effect on health-related concerns and needs. The Health of Lesbian, Gay, Bisexual, and Transgender People

assesses the state of science on the health status of LGBT populations, identifies research gaps and opportunities, and outlines a research agenda for the National Institute of Health. The report examines the health status of these populations in three life stages: childhood and adolescence, early/middle adulthood, and later adulthood. At each life stage, the committee studied mental health, physical health, risks and protective factors, health services, and contextual influences. To advance understanding of the health needs of all LGBT individuals, the report finds that researchers need more data about the demographics of these populations, improved methods for collecting and analyzing data, and an increased participation of sexual and gender minorities in research. The Health of Lesbian, Gay, Bisexual, and Transgender People is a valuable resource for policymakers, federal agencies including the National Institute of Health (NIH), LGBT advocacy groups, clinicians, and service providers.

Highway Research

Record JHU Press

This report presents the study of minor street drivers' gap and lag acceptance and rejection at a non-standard stop-controlled T-intersection. In this context, non-standard stop-controlled intersections are those at which priority right-of-way is given to a left-turning traffic stream. The arrival and departure times of all vehicles entering the intersection were collected with a traffic classifier and video camera. Lag/gap acceptance and rejection values were found for several specific movement combinations. The resulting critical lag and gap values varied over a wide range, depending upon the method used to derive them and the particular movement pattern being considered. Values ranged from 1.8 to 9.0 seconds, with the majority of the critical gap values higher than the critical lag values for the same movement. The lower lag/gap values were from a movement pair associated with non-standard control: drivers stopped to wait on the oncoming traffic stream having the right-of-way often choose to proceed when oncoming vehicles are close, assuming that if

an oncoming vehicle has not reduced its speed by the time it is close to the intersection, it will probably proceed through and not turn left. At the intersection studied, this non-standard stop-controlled pattern sometimes caused confusion among drivers and excessive delay on minor street approaches during high traffic volume periods.

A Study of Gap Acceptance at Left-hand and Right-hand Ramps

Routledge
In the United States, some populations suffer from far greater disparities in health than others. Those disparities are caused not only by fundamental differences in health status across segments of the population, but also because of inequities in factors that impact health status, so-called determinants of health. Only part of an individual's health status depends on his or her behavior and choice; community-wide problems like poverty, unemployment, poor education, inadequate housing, poor public transportation, interpersonal violence, and decaying neighborhoods also contribute to health

inequities, as well as the historic and ongoing interplay of structures, policies, and norms that shape lives. When these factors are not optimal in a community, it does not mean they are intractable: such inequities can be mitigated by social policies that can shape health in powerful ways. *Communities in Action: Pathways to Health Equity* seeks to delineate the causes of and the solutions to health inequities in the United States. This report focuses on what communities can do to promote health equity, what actions are needed by the many and varied stakeholders that are part of communities or support them, as well as the root causes and structural barriers that need to be overcome.

Bridging the Gap Between Practice and Research

Createspace Independent Pub
The aim of this work is to share information on two very interesting, yet debatable issues within the field of Translation Studies, namely gender and translation, in an attempt to bridge the gap between theory and practice. Given the important relationship between translation and

gender since the beginning of the theoretical debate in Feminist Translation Studies, the aim of this edited volume is to determine and analyse how this relationship has been approached in different countries, not only in Europe, but also worldwide. Feminist translation is undoubtedly a very interesting and widespread phenomenon, which includes and combines questions of language, culture, gender, identity and sexual equality. Feminist Translation Studies has established itself as a solid field of research and practice in many countries and its purpose is to reverse the subordinate role of both women and translators in society by challenging and fighting against what is perceived as patriarchal language. There are still numerous issues that can be taken into account when focusing on translation and gender, and this volume intends to be part of a wider discussion on Translation Studies. The volume intends to outline how scholars in various contexts have approached the question of gender and translation, the use/misuse of the term

'feminist translation', the problematic issue of bridging the gap between theory and practice, and to open a new discussion on this field of research, which we believe is still a very interesting one to exploit.

A Study of Gap Acceptance at a Stop Sign Location

National Academies Press

The identification of gaps from systematic reviews is essential to the practice of "evidence-based research." Health care research should begin and end with a systematic review. A comprehensive and explicit consideration of the existing evidence is necessary for the identification and development of an unanswered and answerable question, for the design of a study most likely to answer that question, and for the interpretation of the results of the study. In a systematic review, the consideration of existing evidence often highlights important areas where deficiencies in information limit our ability to make decisions. We define a research gap as a topic or area for which missing or inadequate information limits the ability of reviewers to reach a conclusion for a given

question. A research gap may be further developed, such as through stakeholder engagement in prioritization, into research needs. Research needs are those areas where the gaps in the evidence limit decision making by patients, clinicians, and policy makers. A research gap may not be a research need if filling the gap would not be of use to stakeholders that make decisions in health care. The clear and explicit identification of research gaps is a necessary step in developing a research agenda. Evidence reports produced by Evidence-based Practice Centers (EPCs) have always included a future research section. However, in contrast to the explicit and transparent steps taken in the completion of a systematic review, there has not been a systematic process for the identification of research gaps. We developed a framework to systematically identify research gaps from systematic reviews. This framework facilitates the classification of where the current evidence falls short and why the evidence falls short. The framework included two

elements: (1) the characterization the gaps and (2) the identification and classification of the reason(s) for the research gap. The PICOS structure (Population, Intervention, Comparison, Outcome and Setting) was used in this framework to describe questions or parts of questions inadequately addressed by the evidence synthesized in the systematic review. The issue of timing, sometimes included as PICOTS, was considered separately for Intervention, Comparison, and Outcome. The PICOS elements were the only sort of framework we had identified in an audit of existing methods for the identification of gaps used by EPCs and other related organizations (i.e., health technology assessment organizations). We chose to use this structure as it is one familiar to EPCs, and others, in developing questions. It is not only important to identify research gaps but also to determine how the evidence falls short, in order to maximally inform researchers, policy makers, and funders on the types of questions that need to be addressed and the types of studies needed to address these

questions. Thus, the second element of the framework was the classification of the reasons for the existence of a research gap. For each research gap, the reason(s) that most preclude conclusions from being made in the systematic review is chosen by the review team completing the framework. To leverage work already being completed by review teams, we mapped the reasons for research gaps to concepts from commonly used evidence grading systems. Our objective in this project was to complete two types of further evaluation: (1) application of the framework across a larger sample of existing systematic reviews in different topic areas, and (2) implementation of the framework by EPCs. These two objectives were used to evaluate the framework and instructions for usability and to evaluate the application of the framework by others, outside of our EPC, including as part of the process of completing an EPC report. Our overall goal was to produce a revised framework with guidance that could be used by EPCs to explicitly identify research gaps

from systematic reviews. **Skill Gap Study Report - 2014** Springer Nature Research leading to the continuous improvement of traffic analysis techniques depends on the ongoing collection of data relating to driver behavior. INTRODUCTION TO TRAFFIC ENGINEERING: A MANUAL FOR DATA COLLECTION AND ANALYSIS is meant to aid both the student of traffic engineering and the transportation professional in sound data collection and analysis methods. It presents step-by-step techniques for several traffic engineering topics. Each topic is introduced in a consistent manner, and data collection and analysis forms are provided for each study. Studies are organized to facilitate inclusion in a formal transportation engineering report. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version. *A Study of Lag and Gap Acceptances at Stop-controlled Intersections* Cambridge Scholars Publishing In 2011 the World Bank—with funding from the Bill and Melinda Gates

Foundation—launched the Global Findex database, the world's most comprehensive data set on how adults save, borrow, make payments, and manage risk. Drawing on survey data collected in collaboration with Gallup, Inc., the Global Findex database covers more than 140 economies around the world. The initial survey round was followed by a second one in 2014 and by a third in 2017. Compiled using nationally representative surveys of more than 150,000 adults age 15 and above in over 140 economies, The Global Findex Database 2017: Measuring Financial Inclusion and the Fintech Revolution includes updated indicators on access to and use of formal and informal financial services. It has additional data on the use of financial technology (or fintech), including the use of mobile phones and the Internet to conduct financial transactions. The data reveal opportunities to expand access to financial services among people who do not have an account—the unbanked—as well as to promote greater use of digital financial services among those who do have an account. The Global

Findex database has become a mainstay of global efforts to promote financial inclusion. In addition to being widely cited by scholars and development practitioners, Global Findex data are used to track progress toward the World Bank goal of Universal Financial Access by 2020 and the United Nations Sustainable Development Goals. The database, the full text of the report, and the underlying country-level data for all figures—along with the questionnaire, the survey methodology, and other relevant materials—are available at www.worldbank.org/global/findex.

Traffic Systems Reviews and Abstracts

BridgingGAPS

The two-volume set LNCS 10297 + 10298

constitutes the refereed proceedings of the Third International Conference on Human Aspects of IT for the Aged Population, ITAP 2017, held as part of HCI International 2017 in Vancouver, BC, Canada. HCII 2017 received a total of 4340 submissions, of which 1228 papers were accepted for publication after a careful reviewing process. The 83 papers presented in the two

volumes of ITAP 2017 were organized in topical sections as follows: Part I: aging and technology acceptance; user-centred design for the elderly; product design for the elderly; aging and user experience; digital literacy and training. Part II: mobile and wearable interaction for the elderly; aging and social media; silver and intergenerational gaming; health care and assistive technologies and services for the elderly; aging and learning, working and leisure.

Cumberland Gap National Historical Park, General Management Plan Chelsea Green Publishing

Starting off a new series on Transport Systems and Traffic Engineering the book aims to help bridge the gap between research and practice, encouraging a critical dialogue in different, specific, subjects spanning innovation, development and technology transfer. Those who offer innovation often do not meet the immediate needs of practitioners, especially in the traditional field of civil engineering. Still, the adequate diffusion of research results and wisdom derived from practical experience are

crucial to both theoretical underpinnings and technical applications. The papers forming this book are devoted to intersection control and safety and have been selected bearing in mind the criteria stated above. That is, these papers provide both scholarly contribution as well as vision for application. As a general rule, about one-third of all highway crashes happen at intersections. This rule holds for many different countries. Intersection crashes also represent a significant portion of serious injury crashes, and by right are receiving considerable attention from researchers and practitioners alike. This book is therefore devoted to relevant safety aspects of road intersections and innovative features in design and operations that may address the intersection crash problem. The thirteen papers are more or less equally devoted to roundabouts and signals. These papers cover many of the most recent and emerging issues related to intersection control and safety. Topics range from design details to driver perception, from pedestrians behaviour to signal timing, and from

capacity models to red-light running. The book will be useful for those wishing to expand their knowledge of this ever important subject area.

The Global Findex Database 2017 LAP Lambert Academic Publishing

The idea of the gap year has taken hold in America. Since its development in Britain nearly fifty years ago, taking time off between secondary school and college has allowed students the opportunity to travel, develop crucial life skills, and grow up, all while doing volunteer work in much-needed parts of the developing world.

Vehicle Gap-acceptance Study at Unsignalised T-intersections Lulu.com

"The Traffic Engineering Handbook is a comprehensive practice-oriented reference that presents the fundamental concepts of traffic engineering, commensurate with the state of the practice"--
Framework for Determining Research Gaps During Systematic Review Springer

This book examines the justice gap and trial process for sexual assault against both adults and

children in two jurisdictions: England and Wales and New South Wales, Australia. Drawing on decades of research, it investigates the reality of the policing and prosecution of sexual assault offences – often seen as one of the ‘hardest crimes to prosecute’ – across two similar jurisdictions. Despite the introduction of the many reform options detailed in the book, satisfactory outcomes for victims and the public are still difficult to obtain. Cossins takes a new approach by examining the nature and effects of adversarialism on vulnerable witnesses, jury decision-making and the structures of power within the trial process, to show how, and at what points, that process is weighted against complainants of sexual assault, in order to make evidence-based suggestions for reform. She argues that this justice gap is a result of a moralistic adversarial culture which fosters myths and misconceptions about rape and child sexual assault, thus requiring the prosecution to prove a complainant’s moral worthiness. She argues this culture can only be

eliminated by a radical replacement of the adversarial system with a trauma-informed system. By reviewing the relevant psychological literature, this book documents the triggers for re-traumatisation within an adversarial trial, and discusses the reform measures that would be necessary to transform the sexual assault trial from one where the complainant’s moral worthiness is ‘on trial’ to a fully functioning trauma-informed system. It speaks to students and academics across subjects including law, criminology, gender studies and psychology, and practitioners in law and victim services, as well as policy-makers.
Bridging the Communication Gap WIT Press

Biotechnology is considered as a key technology of the 21st century with the potential to offer technological solutions for global health and resource-based problems. Oliver Uecke analyses how early stages of the innovation process in biotechnology can be effectively managed, with the aim to transfer an innovation from academia to industry. A mixed method approach is

applied with a multiple case study approach to identify characteristics for effective management and with the method of discrete choice experiments/best-worst scaling to estimate the importance of these characteristics. This study adds to existing research by identifying a group of five important characteristics that should be considered in the early stages of the innovation process, compared to a group of four characteristics that are less important. The results have implications for policy, directors and the management of research institutes and universities, entrepreneurs, TTO manager and other stakeholders involved in technology transfer.

Gut and Psychology Syndrome Springer Science & Business Media

This project monitored an urban arterial highway to characterize recurring congestion. There were two major initiatives in the project. The first one

focused on observed variations in gap acceptance and lane changing in relation to traffic flow rates on signalized urban arterials. The second one was a sensitivity analysis of observed lane change parameters compared to embedded parameters in current microscopic traffic simulation models. Despite the robustness and wide spread use of microsimulation models for this type of analysis, gaps and limitations exist that can affect the accuracy of the results. Also, changes in driver behavior such as lane changing and gap acceptance under different traffic conditions are not well understood. One of the aims of this research was to offer enhancements to lane changing and gap acceptance models to improve the accuracy of microscopic simulation, particularly while simulating saturated traffic conditions. Several general findings were produced during the study: traffic flows at

signals approaching saturation are still complex to analyze; interactions between traffic parameters are not well understood; drivers take higher risks when flow on a signalized arterial approaches saturation (accept smaller gaps); statistical distributions obtained for gap acceptance and lane changes confirmed what is suspected intuitively, when the traffic flow is heavy the probabilities of drivers accepting smaller gaps and changing lanes rapidly are higher than during moderate flow; existing microscopic traffic simulation tools simplify some of the traffic parameters in simulation models, which may be recoded or recalibrated for better accuracy of simulation results. In addition to these general findings, multiple specific findings and recommendations were recorded for lane changing, gap acceptance, and simulation model parameters.