Back to the main publications page.

INDEX

<u>A</u>

AASHTO Green Book, 3-21 acceleration of the lead car, fluctuation in the, 4-8 acceleration control, 3-24 acceleration noise, 7-8 actuated signals, 9-23 adaptive signals, 9-19 adaptive signal control, 9-27 aerial photography, 2-3, 6-11 aerodynamic conditions, 7-9 aero-dynamic effects, 7-11 age, 3-16 aggregated data, 6-3 aggressive driving, 6-20 aging eyes, 3-16 air pollutant levels, 7-15 air pollutants, 7-13, 7-14 air pollution, 7-13 air quality standards, 7-14, 7-15 air quality models, 7-15 air quality, 7-13, 7-15 air resistance, 7-12 α -relationship, 6-12 alternative fuel, 7-15 alternative fuels, 7-12 altitude, 7-8, 7-8 ambient temperature, 7-8, 7-8 Ambient Air Quality Standards, 7-13 analytical solution, 5-3, 5-3, 5-9 arrival and departure patterns, 5-9, 5-9 arterials, 5-6, 5-9 Athol, 2-2, 2-10, 2-22 auxiliary electric devices, 7-8 average block length, 6-20, 6-20, 6-22 average cycle length, 6-20 average flows, 6-8 average maximum running speed, 6-17 average number of lanes per street, 6-20, 6-22 average road width, 6-6 average signal cycle length, 6-20, 6-23 average signal spacing, 6-10 average space headway, 5-6, 5-6 average speed, 6-3, 6-6, 6-8, 6-10, 6-11, 6-17, 6-22, 7-9.7-11 average speed limit, 6-20 average street width, 6-10, 6-11

B

ballistic, 3-8 bifurcation behavior, 5-15 block length, average, 6-20, 6-20, 6-22 blockages per hour, 6-22 boundary, 5-4, 5-4, 5-10-5-11, 5-23, 5-24, 5-36 brake and carburetion systems, 7-8 braking inputs, 3-7 braking performances, 3-20, 4-1 braking performance reaction time, 3-5

<u>C</u>

California standards, 7-15 CALINE-4 dispersion model, 7-15 capacity, 4-1 carbon monoxide, 7-13 car-following, 10-2, 10-3, 10-8, 10-15 car following models, 4-1 catastrophe theory, 2-8, 2-27, 2-28 central city, 6-8 central vs. peripheral processes, 3-17 changeable message signs, 3-12 changes in cognitive performance, 3-17 changes in visual perception, 3-16 chase car, 6-21, 6-22 Clean Air Act, 7-13, 7-13 closed-loop braking performance, 3-21 coefficient of variation, 3-11 cognitive changes, 3-16 collective flow regime, 6-16 composite emission factors, 7-15 compressibility, 5-1, 5-9 compressible gases, 5-22, 5-22 computer simulation, 6-22, 6-23 concentration, 2-1, 2-5, 2-8, 2-20, 2-29, 4-15, 6-16, 6-17, 6-20, 6-23 concentration at maximum flow, 6-25 conditions, 5-4, 5-6-5-9, 5-11, 5-23, 5-27, 5-29-5-30, 5-32, 5-36, 5-38, 5-43, 5-45 confidence intervals, 10-17, 10-17, 10-20, 10-21, 10-26 congested operations, 2-11, 2-22 continuity equation, 5-1-5-3, 5-20, 5-22, 5-24, 5-25 continuous simulation models, 10-3 continuum models, 5-1-5-1, 5-3, 5-20, 5-29, 5-41 control. 3-1. 4-2 control movement time, 3-7, 3-7 control strategies, 6-22

convection motion and relaxation, 5-20 convection term, 5-20, 5-22 convergence, 5-11 coordinate transformation method., 9-11 correlation methods, 10-22, 10-22 critical gap values for unsignalized intersections, 3-26 cruising, 7-11 cruising speed, 7-11

D

deceleration-acceleration cycle, 7-11, 7-11 decision making, 4-2 defensive driving, 3-17-3-17 delay models at isolated signals, 9-2 delay per intersection, 6-10 density, 1-4-1-4, 2-1- 2-3, 2-7, 2-11, 2-18, 2-21, 2-28 density and speed, 2-3, 2-22 disabled drivers, 3-2 discontinuity, 5-1, 5-4 discrete simulation models, 10-3 discretization, 5-10, 5-10-5-14, 5-26, 5-30, 5-34 display for the driver, 3-2 dissipation times, 5-8 distractors on/near roadway, 3-28 disturbance, 4-15 Drake et al., 2-7, 2-12, 2-20, 2-23, 2-24, 2-28, 2-36 driver as system manager, 3-2 driver characteristics, 7-8 driver performance characteristics, 3-28 driver response or lag to changing traffic signals, 3-9 drivers age, 3-16 driving task, 3-9, 3-28 drugs, 3-17-3-17

<u>E</u>

Edie, 2-6, 2-18, 2-32, 2-34 effective green interval, 5-6, 5-8 effective red interval, 5-8 electrification, 7-15 Elemental Model, 7-9, 7-11 emission control, 7-14 emissions, 7-13 energy consumption, 7-8, 7-12 energy savings, 7-8 engine size, 7-8, 7-12 engine temperature, 7-8 entrance or exit ramps, 5-12 equilibrium, 5-1-5-1, 5-3, 5-10, 5-22-5-23, 5-45 ergodic, 6-17 evasive maneuvers, 3-15 expectancies, 3-7 exposure time, 3-13

F

figure/ground discrimination, 3-17, 3-17 filtering effect on signal performance, 9-17 first and second moments, 5-22 Fitts' Law, 3-7, 3-7 fixed-time signals, 9-23 floating car procedure, 2-3 floating vehicles, 6-11 flow, 1-4, 1-4, 2-1, 2-7, 2-10, 2-16, 2-18, 2-24, 2-26, 2-32, 2-34, 4-1 flow-concentration relationship, 4-15 flow rates, 2-2, 2-4-2-5, 2-14, 2-32, 5-3, 5-6, 5-10, 5-12, 5-13, 5-19, 5-24, 5-25 forced pacing under highway conditions, 3-17 fraction of approaches with signal progression, 6-20 fraction of curb miles with parking, 6-20, 6-23 fraction of one-way streets, 6-20, 6-20, 6-22 fraction of signalized approaches in progression, 6-23 fraction of signals actuated, 6-20 fraction of vehicles stopped, 6-17, 6-23 free-flow speed, 6-9 fuel consumption, 6-23, 7-8, 7-9, 7-12 fuel consumption models, 7-8 fuel consumption rate, 7-8, 7-9, 7-11 fuel efficiency, 7-8, 7-9, 7-12 fundamental equation, 2-8, 2-10

G

gap acceptance, 3-10, 3-25 gasoline type, 7-8 gasoline volatility, 7-15 Gaussian diffusion equation, 7-15 gender, 3-16, 3-16 glare recovery, 3-17 "good driving" rules, 4-1 grades, 7-8 *Greenberg*, 2-20, 2-20, 2-21, 2-34 *Greenshields*, 2-18, 2-18, 2-34 guidance, 3-1

H

headways, 2-2, 2-2, 2-3, 2-8 Hick-Hyman Law, 3-3 high order models, 5-1-5-1, 5-15 Highway Capacity Manual, 4-1 highway driving, 7-11 *Human Error*, 3-1 humidity, 7-15 hysteresis phenomena, 5-15

Ī

identification, 3-9, 3-15 idle flow rate, 7-12 idling, 7-11, 7-11 Index of Difficulty, 3-8 individual differences in driver performance, 3-16 infinitesimal disturbances, 4-15 information filtering mechanisms, 3-17 information processor, 3-2 initial and boundary conditions, 5-5, 5-5, 5-6, 5-11 inner zone, 6-10 inspection and maintenance, 7-15 instantaneous speeds, 7-12 interaction time lag, 5-12, 5-12, 5-13 intersection capacity, 6-11 intersection density, 6-20 intersections per square mile, 6-20 intersection sight distance, 3-10, 3-27 Intelligent Transportation Systems (ITS), 2-1-2-2, 2-5, 2-6, 2-8, 2-19-2-20, 2-24, 2-32-2-33, 3-1, 6-25

<u>J</u>

jam concentration, 4-14 jam density, 5-3, 5-8, 5-11-5-14

<u>K</u>

kinetic theory of traffic flow, 6-16

L

lane-changing, 10-5 lane miles per square mile, 6-20 lead (Pb), 7-13 legibility, 3-9 levels of service, 6-2 light losses and scattering in optic train, 3-16 local acceleration, 5-20, 5-26 log-normal probability density function, 3-5 looming, 3-13 loss of visual acuity, 3-16

M

macroscopic, 6-1 macroscopic measure, 6-16 macroscopic models, 6-6 macroscopic relations, 6-25 macular vision, 3-17 maximum average speed, 6-3 maximum flow, 6-11 May, 2-2-2-7, 2-9, 2-12, 2-22, 2-24, 2-33, 2-36 measurements along a length of road, 2-3 Measures of Effectiveness, 10-17, 10-17, 10-25 medical conditions, 3-18 merging, 3-25 meteorological data, 7-15 methanol, 7-15 microscopic, 6-22 microscopic analyses, 6-1 minimum fraction of vehicles stopped, 6-25 minimum trip time per unit distance, 6-17, 6-17 mixing zone, 7-16 method of characteristics, 5-4 model validation, 10-5 model verification, 10-5, 10-15 momentum equation, 5-1-5-1, 5-22, 5-26, 5-29 motion detection in peripheral vision, 3-14 movement time, 3-7 moving observer method, 2-3, 2-3 MULTSIM, 7-12

N

navigation, 3-1 NETSIM, 6-22, 6-23 network capacity, 6-6 network topology, 6-1 network concentrations, 6-22, 6-24 network features, 6-20, 6-20 network-level relationships, 6-23 network-level variables, 6-25 network model, 6-1, 6-6 network performance, 6-1 network types, 6-6 network-wide average speed, 6-8 nighttime static visual acuity, 3-11 nitrogen dioxide, 7-13 non-instantaneous adaption, 5-23 non-linear models, 4-15 normal or gaussian distribution, 3-5 normalized concentration, 4-15 normalized flow, 4-15 number of lanes per street, 6-20 number of stops, 6-23, 7-8 numerical solution, 5-9, 5-11, 5-12, 5-29, 5-31-5-33, 5-49

<u>0</u>

object detection, 3-15 obstacle and hazard detection, 3-15 obstacle and hazard recognition, 3-15 obstacle and hazard identification, 3-15 occupancy, 1-4, 2-1, 2-9, 2-11, 2-21, 2-22, 2-25-2-26, 2-28, 2-32, 2-34, 2-36 off-peak conditions, 6-6 Ohno's algorithm, 9-8 oil viscosity, 7-8 oncoming collision, 3-13 open-loop, 3-8 open-loop braking performance, 3-20 oscillatory solutions, 5-15 outer zone, 6-10 overtaking and passing in the traffic stream, 3-24 overtaking and passing vehicles, 3-24 overtaking and passing vehicles (Opposing Traffic), 3-25 oxygenated fuels/reformulated gasoline, 7-15 ozone, 7-13

<u>P</u>

partial differential equation, 5-4, 5-30 particulate matter, 7-13 pavement roughness, 7-8 pavement type, 7-8 peak conditions, 6-6 perception-response time, 3-3 peripheral vs. central processes, 3-17 perception, 4-2 period of measurement, 7-15 "Plain Old Driving" (POD), 3-1 platoon dynamics, 5-6 platooning effect on signal performance, 9-15 pollutant dispersion, 7-16 *Positive Guidance*, 3-28 positive kinetic energy, 7-11 pupil, 3-16

<u>Q</u>

quality of service, 6-20, 6-25 quality of traffic service, 6-12, 6-16 queue, 5-4, 5-7, 5-50 queue discharge flow, 2-12, 2-13, 2-15 queue length, 5-6, 5-9 queue length stability, 5-8

<u>R</u>

radial motion, 3-13 random numbers, 10-2-10-2, 10-22, 10-26 reaction time, 3-3, 3-3, 3-4, 3-7, 3-8, 3-16, 3-17 real-time driver information input, 3-28 refueling emissions controls, 7-15 relaxation term, 5-23 resolving power, 3-11 response distances and times to traffic control devices, 3-9 response time, 3-4, 3-7, 3-15, 3-16, 3-20 response to other vehicle dynamics, 3-13 road density, 6-15 roadway gradient, 7-8 rolling friction, 7-9 rolling resistance, 7-12 running (moving) time, 6-17 running speed, 6-10, 6-10, 6-11

<u>S</u>

saturation flow, 6-10 scatter in the optic train, 3-17 scattering effect of, 3-17 senile myosis, 3-16 sensitivity coefficient , 4-15, 5-12, 5-12 shock waves, 5-1, 5-1, 5-3-5-4, 5-6, 5-29, 5-30, 5-50 signalized intersection, 5-6, 5-6, 5-7 signalized links and platoon behavior, 5-9 short-term events, 6-22 signals, actuated, 9-23 adaptive, 9-19 signal control, adaptive, 9-27 signal densities, 6-10 signal density, 6-20 signals per intersection, 6-22 sign visibility and legibility, 3-11 signage or delineation, 3-17 simulation models, building 10-5 site types, 7-15 smog, 7-13 Snellen eye chart, 3-11 sound velocity, 5-22 source emissions, 7-14 space headway, 2-1, 2-5 space mean speed, 2-6-2-7, 2-9-2-10, 6-15, 7-11 spacing, 2-1, 2-1, 2-26, 4-8, 5-2, 5-17, 5-29, 5-34 specific maneuvers at the guidance level, 3-24 speed, 2-3, 2-6, 2-8, 2-11, 2-14, 2-16, 2-18, 2-22, 2-24, 2-28, 2-31, 2-33, 4-1, 4-15 speed (miles/hour) versus vehicle concentration (vehicles/mi), 4-17 speed and acceleration performance, 3-24 speed-concentration relation, 4-13 speed-density models, 2-19 speed-density relation, 5-15-5-15, 5-20, 5-22-5-23, 5-27, 5-34 speed-flow models, 2-13, 2-1, 96-8 speed-flow relation, 6-6 speeds from flow and occupancy, 2-8, 2-9 speed limit changes, 3-28 speed noise, 7-8, 7-12 speed of the shock wave, 5-4 speed-spacing, 4-15 speed-spacing relation, 4-1 spillbacks, 5-9 stability analysis, 5-8, 5-25, 5-28-5-29, 5-43 standard deviation of the vehicular speed distribution, 5-22, 5-39 state equations, 5-9, 5-9 State Implementation Plans (SIPs), 7-15 stationary sources, 7-13 statistical distributions, 10-5, 10-6 steady-state, 7-11 steady-state delay models, 9-3 steady-state expected deceleration, percentile estimates of. 3-21 steady-state flow, 4-15 steady-state traffic speed control, 3-24 steering response times, 3-9, 3-9

stimulus-response equation, 4-3 stochastic process, 10-17 stochastic simulation, 10-5 stop time, 6-17, 6-17 stopped time, 6-10 stopped delay, 7-11 stopping maneuvers, 3-15 stopping sight distance, 3-26 stop-start waves, 5-15-5-15, 5-17, 5-24, 5-26, 5-36, 5-39 street network, 6-20 structure chart, 10-8 substantial acceleration, 5-20, 5-20 sulfur dioxide, 7-13 summer exodus to holiday resorts, 5-17 surface conditions, 7-8 suspended particulate, 7-13

Τ

tail end, 5-6-5-8 temperature, 7-15 time-dependent delay models, 9-10 time headway, 2-1 time mean speed, 2-6-2-7 tire pressure, 7-8 tire type, 7-8 total delay, 6-23 total trip time, 6-17 TRAF-NETSIM, 6-22, 6-23 traffic breakdowns, 5-15, 5-42 traffic conditions, 7-9 traffic control devices (TCD), 3-9 traffic control system, 6-1 traffic data, 7-15 traffic dynamic pressure, 5-23 traffic intensity, 6-2, 6-15 traffic network, 6-1 traffic performance, 6-1 traffic signal change, 3-9 traffic simulation, 10-1-10-2, 10-4, 10-7, 10-15-10-17, 10-20, 10-22 traffic stream, 4-1 trajectories of vehicles, 5-4 trajectory, 5-4, 5-7-5-9 transients, 5-15-5-15, 5-17, 5-20 transmission type, 7-8 travel demand levels, 6-1 travel time , 6-1, 6-10 trip time per unit distance, 7-9 two-fluid model, 6-1, 6-17, 6-22-6-23, 6-25

Back to the main publication page.

two-fluid parameters, 6-18, 6-18, 6-20, 6-23, 6-25 two-fluid studies, 6-20 two-fluid theory, 6-12, 6-16, 6-24 turning lanes, 5-9, 5-9

<u>U</u>

undersaturation, 5-8 effect of upstream signals, 9-15 UMTA, 7-15 UMTA Model, 7-15 urban driving cycle, 7-11 urban roadway section, 7-11 uncongested flows, 2-12

V

variability among people, 3-16 vehicle ahead, 3-13 vehicle alongside, 3-14 vehicle characteristics, 7-8 vehicle emissions, 7-14 vehicle fleet, 7-8 vehicle mass, 7-8, 7-9, 7-12 vehicle miles traveled, 6-11 vehicle shape, 7-8 vehicles stopped ,average fraction of the, 6-17 viscosity, 5-22, 5-24, 5-29, 5-34 visual acuity, 3-11 visual angle, 3-11-3-13, 3-15, 3-16 visual performance, 3-11 volatile organic compounds, 7-13

W

Wardrop, 2-4, 2-4, 2-6-2-7 Wardrop and Charlesworth, 2-4, 2-4 Weber fraction, 3-13, 3-13 wheel alignment, 7-8 wind, 7-8 wind conditions, 7-8 wind speed, 7-15 work zone traffic control devices, 3-17

<u>Y</u>

yield control for secondary roadway, 3-27