A Study On Gap Acceptance Of Unsignalized Intersection

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.

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.

This paper reviews different studies on technology adoption in sub-Saharan Africa to understand the determinants of low adoption of improved technologies, with a special focus on Malawi. This will in turn help explain why there is a gap between awareness and adoption of agriculture technologies. As evidenced from the results of the FGDs conducted in Malawi in 2018, despite the visible benefits of the new technologies, farmers often do not adopt or take a long time to adopt them. This creates a gap between awareness of agriculture technologies and their adoption. The existing literature from sub-Saharan Saharan Africa, demonstrates that adoption, as a decision-making process, is affected by farmers' access to information, their financial and human capital, incentives and external programs, plus farmers' attitude to risk.

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.

Healthcare management today is very different from what it was a decade ago. The increase in competition coupled with the complexity of patients' perception of service quality makes it difficult for healthcare companies to deliver services that meet customer satisfaction. In this context, the ability for a company to accurately interpret patients' needs become imperative for sustainability and success! This study attempts to bridge this gap by providing a framework that will enable a company to better access patients' and internal stakeholders' perception with greater accuracy and consequently deliver services that meet patients' requirement. The academicians can certainly consider the book for a basic understanding of how the five service quality dimensions work in a healthcare setup. The patients' perspectives and the hospital staff

perspectives were carefully handled in depicting the flow of information from one chapter to another. The fine element of measuring the service quality was well explained and used effectively to compare the selected hospitals.

"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"--

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.

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 of Gap Acceptance at Left-hand and Right-hand RampsA Study of Minimum Gap Acceptance and Its Application to Traffic Simulation for Uncontrolled IntersectionsA Study of Gap Acceptance at a Stop Sign LocationGap Acceptance at Non-standard Stop-controlled Intersections