

# CONTENTS

|  |    |
|--|----|
| <b>CHAPTER 1. TRAFFIC FLOW THEORIES</b>                      | 1  |
| Macroscopic Traffic Flow Theory – Kinematic Waves in Traffic | 1  |
| Shock waves  | 6  |
| Flow versus concentration relationships                      | 9  |
| The Boltzman-like Model of Traffic                           | 17 |
| The two-fluid model of traffic                               | 19 |
| Microscopic Traffic Flow Theory – Car-Following Models       | 21 |
| Local stability  | 22 |
| Asymptotic stability   | 26 |
| Acceleration noise   | 31 |
| Non-linear car-following models                              | 33 |
| Some Questionable Paradoxes                                  | 36 |
| The Smeed paradox  | 36 |
| The Braess paradox   | 38 |
| Additional Flow Theory Work, and Future Challenges           | 40 |

|   |            |
|---|------------|
| <b>CHAPTER 2. QUEUEING AND DELAYS AT ISOLATED INTERSECTIONS</b> | <b>45</b>  |
| Traffic Characteristics   | 46         |
| The Gap Acceptance Function                                     | 49         |
| The Delay to a Single Car                                       | 50         |
| Delays to Pedestrians   | 63         |
| Queueing and Delays of Vehicles                                 | 71         |
| The Delay at a Traffic Signal                                   | 77         |
| Evaluation of delays  | 79         |
| Optimization of traffic signal settings                         | 87         |
| The vehicle-actuated traffic signal                             | 89         |
| <b>CHAPTER 3. TRAFFIC CONTROL</b>                               | <b>101</b> |
| Objectives of Traffic Control                                   | 103        |
| Single, Isolated Intersection                                   | 105        |
| Synchronization Schemes for Arterial Traffic                    | 106        |
| A mixed integer-linear programming approach                     | 112        |
| The effect of queues on progression                             | 115        |
| The TRANSYT method  | 118        |
| The Combination method  | 121        |
| The SIGOP program   | 124        |
| Traffic Responsive Operation of Traffic Lights                  | 128        |
| Single intersection   | 128        |
| Systems of intersections  | 132        |
| Additional contributions:                                       |            |
| The SCOOT program   | 135        |
| The OPAC, PRODYN, CRONOS, and COP programs                      | 135        |
| The Onset of Oversaturation                                     | 136        |

|   |            |
|---|------------|
| Oversaturated Systems   | 138        |
| A single oversaturated intersection   | 138        |
| Complex oversaturated systems   | 154        |
| Oversaturated Store-and-Forward Networks                                      | 165        |
| Freeway Control   | 171        |
| Systems Affected by Geometric Details   | 172        |
| <b><u>CHAPTER 4. TRAFFIC GENERATION, DISTRIBUTION,<br/>AND ASSIGNMENT</u></b> | <b>185</b> |
| Network Representation of a Transportation System                             | 186        |
| Trip Generation and Distribution  | 189        |
| Trip generation   | 190        |
| Trip distribution   | 198        |
| Time-Independent Traffic Assignment   | 206        |
| Deterministic traffic assignment models                                       | 207        |
| Discrete choice, stochastic, models   | 211        |
| Global Network Optimization Models  | 219        |
| Dynamic Traffic Assignment  | 225        |
| Traffic Assignment in Congested Systems                                       | 229        |
| Delivery of traveller information services                                    | 237        |
| <b><u>APPENDIX</u></b>  |            |
| Application of Kalman Filtering for Density<br>Estimation in Traffic Networks | 245        |
| <i>Index</i>  | 257        |