

1. Record Nr.	UNINA9910346761503321
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Titolo	Einfluss von Instationarität auf die Wartezeit an Knotenpunkten mit und ohne Lichtsignalanlage
Pubbl/distr/stampa	KIT Scientific Publishing, 2017
ISBN	1000069797
Descrizione fisica	1 electronic resource (IX, 155 p. p.)
Collana	Schriftenreihe des Instituts für Verkehrswesen, Karlsruher Institut für Technologie
Lingua di pubblicazione	Tedesco
Formato	Materiale a stampa
Livello bibliografico	Monografia
Sommario/riassunto	Vehicle delay is used to assess the level of service for intersections. The impact of non-stationary arrival flow rates has only partly been included in calculation methods. Empirical data is used to show that traffic volume during the peak hour can be distributed in very different forms. A microscopic traffic simulation study is carried out in order to assess their impact on the delay. As a result a new factor is proposed to include non-stationarity more precisely in the calculation of delay.