

عنوان مقاله:

Effect of Driver Reaction Behavior for Collision Prevention on Lane Changing Maneuvers (Tehran Hemat Highway)
(Case Study)

محل انتشار:

سیزدهمین کنفرانس بین المللی مهندسی حمل و نقل و ترافیک (سال: 1392)

تعداد صفحات اصل مقاله: 12

نویسندگان:

Ali MansourKhaki - Associate Professor, Iran University of Science and Technology, Mkhaki@iust.ac.ir

Kianoush Siamardi - Master of science Student, Road & Transportation, Islamic Azad University, South Tehran

Omid Rahmani - Master of science Student, Road & Transportation, Islamic Azad University, South Tehran

Morteza Tolouei - Bachelor of science, Civil Engineering, Islamic Azad University, Karaj Branch

خلاصه مقاله:

Most injury accidents occur on multilane highways because of unsafe lane change manoeuvres by vehicles. In this paper, required deceleration relations and relation between highway density values and lane changing duration for one of the arterial urban highways of Tehran were evaluated. Analysis results of lane change trajectories of real traffic flows were shown that most drivers have had aggressive behaviors. Also, real scale field studies have shown here the maximum value of required deceleration must be 4 m/s^2 or less. Based on trajectory data sets, most drivers remained in stop-go traffic are shown to have aggressive behaviors. The duration of appropriate lane change in high density situations reached 8 seconds while this value is near to 2.5 seconds for free flow with maximum speed. Most patterns must consider driving behavior specifications for lane changing maneuvers to be effective for collision

کلمات کلیدی:

Lane Change, Required Deceleration, Collision, Headway

لینک ثابت مقاله در پایگاه سیویلیکا:

<https://civilica.com/doc/259447>

