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KEY=SOLUTIONS - CARMELO BRONSON

Traffic Congestion The Problem and how to Deal with it Santiago, Chile : United Nations, Economic Commission for Latin America and the Caribbean Traffic Operations Assessment Comparison of Traditional Improvement Solutions and Connected Autonomous Vehicle Traffic Control Algorithms As traffic congestion increases day by day, it becomes necessary to improve the existing roadway facilities to maintain satisfactory operational and safety performances. Moreover, Deployment of Connected and Autonomous Vehicles (CAV) will increase roadway capacity, but their induced demand may lead to further congestion. Increasing roadway capacity can reduce traffic congestion up to a certain extent, but it can be very costly and sometimes conventional methods are not suitable enough. Using innovative intersection designs, such as the Continuous Flow Intersection (CFI), instead of conventional four-legged intersections, have proven to be beneficial in increasing capacity and reducing congestion. Public transit systems that run in mixed traffic also experience increased travel times and reduction in reliability due to the increased levels of congestion. Implementing transit preferential treatments, often in conjunction with rapid transit modes, is a proven way to improve transit operations along congested corridors. This study focuses on assessing future traffic and transit conditions in year 2040, and potential improvement alternatives along sections of Redwood Road in Salt Lake and Utah Counties, Utah through VISSIM traffic simulation. In addition to the models of existing conditions, five scenarios were developed for 2040: Do-Nothing, Street Widening, implementation of a CFI, Transit Exclusive Lanes, and implementation of Transit Signal Priority (TSP) in conjunction with exclusive lanes. Among the developed scenarios, CFI scenario have been implemented only at the intersection of 9000 S and Redwood Road. Results suggests that, without any improvement, it would be impossible to maintain a satisfactory level of performance in 2040. In the street widening scenario number of lane have been updated to four. This street widening scenario is a possible improvement option, but still underperforms along certain segments and intersections. The conventional four-legged intersection of Redwood Road and 9000 S was replaced with a CFI, which helped in reducing the total delay for both passenger cars and transit. In the Transit Exclusive Lane scenario a lane have been added over the street widening scenario exclusively for transits. So, in this scenario four lanes are for vehicles and one lane is dedicated for transits. Transit exclusive lanes reduced the total intersection transit delay by 20% compared to Do-Nothing. The Transit Signal Priority scenario have been included over the Transit Exclusive Lane scenario. Combining TSP with transit exclusive lanes resulted in a 61% reduction in transit delays, while the vehicular traffic along the corridor also benefited from it. The cross street traffic mostly benefited from street widening, while it experienced some impact with TSP, although it was not statistically significant. TSP also performed well at the introduced CFI, where transit experienced 42% reduction in delay, with an improved performance for vehicular traffic compared to Do-Nothing. In the recent years, improvements in vehicular technology has been significant. Even after this improvement, right now it is only a fraction of what is being expected in the future. Vehicles in the future will be able to sense its environment and navigate the surroundings without any sort of human input. Moreover, vehicles will be able to communicate with other vehicles, infrastructures, pedestrians, and the cloud. These vehicles are introduced as Connected and Autonomous Vehicles. Driving behavior of these vehicles will be different than conventional vehicles. With the help of automation, these vehicles will have a shorter headway, faster perception-reaction time and more uniform speed than conventional vehicles. Using connected technology, vehicles will be able to form platoons and optimize their speed profile and routing decisions. Though it is known that CAV will act more cooperatively than conventional vehicles, there is little development in the improvement of driving behaviors or intersection control strategies to make them more cooperative. Considering these issues, this study developed signalized intersection control strategy algorithm based on TSP and tested the performance of the Intelligent Driver Model which does not consider the human-reaction time along with the developed algorithm. For the developed algorithms it has been assumed that vehicles are fully connected and the automation level is at least four. Alternative scenarios have been developed over the 2040 Do-Nothing scenario with 25%, 50%, 75% and 100% CAV penetration. CAV's performance has also been assessed in comparison with the Transit Signal Priority scenario which includes all the traditional and innovative improvement strategies implemented in this study. Results suggest that travel delay at intersections and travel time at road segment would decrease with the increase in CAV penetration. Overall network delay and travel time would also decrease with increased CAV penetration. Though initially

number of stops increased and average speed decreased, with more penetration both of the parameter performs better. Beating Traffic Time to Get Unstuck Beating Traffic: Time to Get Unstuck explores why, when and how congestion occurs, the part that you play in it, and what you and your family can do to reduce the negative effects of traffic congestion on your lives. Traffic congestion is not a pre-ordained state of affairs, and it is not you and I and the other car drivers who should have to live with it or bear the sole responsibility for fixing it. Decades of often well-meaning but horribly bad planning, and the conscious exploitation of real estate, have lead to most things being in the wrong place, too far from where everybody is and where everybody wants to go, so that the only way to get anywhere is to climb in the car and join the endless queues along the highways and local streets. There are no quick fixes to the problem. Congestion charging is being promoted in many of the world's major cities as the ultimate solution. But turning the right of driving a car enjoyed by anyone into a privilege enjoyed only by those who can afford to pay the tolls charged by governments will only serve to increase the already wide chasm between the haves and the have-nots in the world. There are fairer and more equitable means to ration road space, and these are explored in this book. While we are actively promoting real, long-term solutions to traffic congestion by supporting politicians who are serious about reconciling mobility and environmental sustainability, we can work on removing the inconvenience and irritation that it causes us on a daily basis. We can start by getting ourselves and our children out of our cars more often and onto the sidewalks, the bicycle paths and public transportation. We need to do our part to reduce harmful emissions by buying and driving responsibly, and we need to help stop the thousands of deaths and millions of injuries caused each year on our streets and highways by respecting the rules of the road and never driving under the influence of drugs or alcohol. There are positive and concrete actions we can take to beat traffic, and you will read about them in Beating Traffic. Reducing Traffic Congestion Using Market Prices to Enhance Mobility : [the High Cost of Idling : Report to Congress on the Progress and Accomplishments of the Congestion Pricing Pilot Program]. In major United States metropolitan areas, traffic congestion is costing Americans billions of dollars every year in terms of lost time and productivity, air pollution, and wasted energy. States and localities are seeking innovative and effective approaches to reduce traffic congestion and improve air quality. Many in the U.S. and worldwide are implementing and evaluating the potential of congestion pricing. This strategy involves pricing roadways during peak-travel periods. Alleviating Urban Traffic Congestion CESifo Book Microscopic models, rather than macroscopic ones that are too simplified and too aggregated, they argue, will lead to the analysis of a wider and more creative range of policies, at least some of which should work well and be politically acceptable."--Jacket. Road Traffic Congestion: A Concise Guide Springer This book on road traffic congestion in cities and suburbs describes congestion problems and shows how they can be relieved. The first part (Chapters 1 - 3) shows how congestion reflects transportation technologies and settlement patterns. The second part (Chapters 4 - 13) describes the causes, characteristics, and consequences of congestion. The third part (Chapters 14 - 23) presents various relief strategies - including supply adaptation and demand mitigation - for nonrecurring and recurring congestion. The last part (Chapter 24) gives general guidelines for congestion relief and provides a general outlook for the future. The book will be useful for a wide audience - including students, practitioners and researchers in a variety of professional endeavors: traffic engineers, transportation planners, public transport specialists, city planners, public administrators, and private enterprises that depend on transportation for their activities. Smart Trends in Computing and Communications: Proceedings of SmartCom 2020 Springer Nature This book gathers high-quality papers presented at the International Conference on Smart Trends for Information Technology and Computer Communications (SmartCom 2020), organized by the Global Knowledge Research Foundation (GR Foundation) from 23 to 24 January 2020. It covers the state-of-the-art and emerging topics in information, computer communications, and effective strategies for their use in engineering and managerial applications. It also explores and discusses the latest technological advances in, and future directions for, information and knowledge computing and its applications. Rail Freight Solutions to Roadway Congestion Final Report and Guidebook Transportation Research Board This report presents guidance on evaluating the potential feasibility, cost, and benefits of investing in rail freight solutions to alleviate highway congestion from heavy truck traffic. An extensive research effort is documented and accompanied by a set of guidelines that present a three-phased approach to evaluating rail freight solutions: preliminary assessment, detailed analysis, and decision making. This report will be useful for transportation planners in state and regional transportation agencies, freight planners in private transportation companies, and senior decision makers who control the funding andimplementation of transportation investments. Investigation of Solutions to Recurring Congestion on Freeways Persistent daily congestion, which has been increasing in recent years, is commonly experienced for several hours or more during the morning and evening on Virginia's urban freeways. Many of these roadways are at or near capacity, which causes severe delays and backups. One solution to reducing recurring congestion is to add capacity by building more lanes; however, this is usually the last resort as it is an expensive and time-consuming approach. Another strategy proposed to combat recurring congestion is to manage the current freeways so that they operate more efficiently. Reducing congestion through better managed freeways has numerous documented benefits, including reducing travel times, smoothing the traffic flow, increasing average fuel economy, shortening the rush hour period and reducing vehicle queuing. The highway operational strategies implemented to reduce recurring congestion have shown promising results abroad where there is an extensive use of active traffic management systems. To prove the effectiveness of a better managed freeway in mitigating recurring congestion, this study tested the effectiveness of an active traffic management system on a simulated model of I-66 and I-95 in Northern Virginia. Hard shoulders, variable speed limits, and ramp metering are several active traffic management systems simulated in this study. The simulation model was based on the geometric characteristics, ramp volumes, vehicle flows, and speeds of actual recorded conditions. Compared with the simulated

control conditions, the results of the study indicated improvements in average fuel economy, travel delay, delay of the onset of congestion, and reduction of queues. The two active traffic management systems, i.e., variable speed limits and hard shoulders, showed the highest potential for reducing recurring congestion and should be considered as potential countermeasures in congested corridors. Although the capital costs of implementing these strategies would be high, the return on investment in the first year of operations is estimated at $500,000, with the potential to grow to as much as $8 million annually in subsequent years. The Ultimate Solution to Climate Change Introducing the World's First Traffic Congestion and Highway Safety Program The only program in the world designed to convert the current policing response system to preventive to drastically reduce or eliminate traffic congestion, to reverse the harmful effects of Climate Change. Traffic Congestion and Reliability Linking Solutions to Problems Nodes in Transport Networks – Research, Data Analysis and Modelling 16th Scientific and Technical Conference “Transport Systems. Theory and Practice 2019”, Selected Papers Springer Nature The publication delivers numerous valuable guidelines, particularly useful when making decisions related in the subject matter to road and rail nodes located in dense transport networks. The know-how displayed while discussing practical examples as well as the decision making support systems described in the publication will certainly attract the interest of those who daily face the challenge of seeking solutions to the operational and functional problems of transport nodes in contemporary transport networks and systems. This publication is dedicated to local authorities involved in planning and preparation of development strategies for specific transport-related issues (in both urban and regional areas) as well as to representatives of business and industry, being those who participate directly in the implementation of traffic engineering solutions. The guidelines provided in individual chapters of the publication will make it possible to address the given problem in an advanced manner and simplify the choice of appropriate strategies (including those related to synchronisation of road traffic streams, improving the capacity, road traffic safety analysis, evaluation of changes in drivers’ behaviour on account of introducing countdown timers at signal-controlled intersections using UAV data, the influence of the type of traffic organisation on the behaviour of pedestrians at tram line crossings). On the other hand, since the publication also concerns the new approach to theoretical models (including potential places of integration of public transport with the railway network or the speed adviser for pedestrians enabling them to choose the optimal path at signal-controlled intersections), it should also attract the attention of researches and scientists studying this body of problems. The publication entitled "Nodes in transport networks - research, data analysis and modelling" contains selected papers submitted to and presented at the 16th ”Transport Systems. Theory and Practice” Scientific and Technical Conference organized by the Department of Transport Systems and Traffic Engineering at the Faculty of Transport of the Silesian University of Technology. The conference was held on 16-18 September 2019 in Katowice (Poland). Air Traffic and Airport Congestion Selected References Algorithms and Architectures for Parallel Processing 19th International Conference, ICA3PP 2019, Melbourne, VIC, Australia, December 9–11, 2019, Proceedings, Part II Springer Nature The two-volume set LNCS 11944-11945 constitutes the proceedings of the 19th International Conference on Algorithms and Architectures for Parallel Processing, ICA3PP 2019, held in Melbourne, Australia, in December 2019. The 73 full and 29 short papers presented were carefully reviewed and selected from 251 submissions. The papers are organized in topical sections on: Parallel and Distributed Architectures, Software Systems and Programming Models, Distributed and Parallel and Network-based Computing, Big Data and its Applications, Distributed and Parallel Algorithms, Applications of Distributed and Parallel Computing, Service Dependability and Security, IoT and CPS Computing, Performance Modelling and Evaluation. Mobile and Ubiquitous Systems: Computing, Networking and Services 18th EAI International Conference, MobiQuitous 2021, Virtual Event, November 8-11, 2021, Proceedings Springer Nature This book constitutes the refereed post-conference proceedings of the 18th International Conference on Mobile and Ubiquitous Systems: Computing, Networking and Services, MobiQuitous 2021, which was held in November 2021. The conference was held virtually due to the COVID-19 pandemic. The 37 full papers were carefully reviewed and selected from 79 submissions and present discussions, interaction and exchange of experiences that will designate future research efforts and directions. Topics addressed by the conference include systems, applications, social networks, middleware, networking, sensing, data management, data processing and services, all with special focus on mobile and ubiquitous computing. Sustainable Solutions for Railways and Transportation Engineering Proceedings of the 2nd GeoMEast International Congress and Exhibition on Sustainable Civil Infrastructures, Egypt 2018 – The Official International Congress of the Soil-Structure Interaction Group in Egypt (SSIGE) Springer This volume brings together scientific experts in different areas that contribute to the railway track and transportation engineering challenges, evaluate the state-of-the-art, identify the shortcomings and opportunities for research and promote the interaction with the industry. In particular, scientific topics that are addressed in this volume include railway ballasted track degradation/settlement problems and stabilization/reinforcement technologies, switches and crossings and related derailments causes, train-induced vibrations and mitigation measures, operations, management and performance of ground transportation, and traffic congestion and safety procedures. The volume is based on the best contributions to the 2nd GeoMEast International Congress and Exhibition on Sustainable Civil Infrastructures, Egypt 2018 – The official international congress of the Soil-Structure Interaction Group in Egypt (SSIGE). Second International Conference on Computer Networks and Communication Technologies ICCNCT 2019 Springer Nature This book presents new communication and networking technologies, an area that has gained significant research attention from both academia and industry in recent years. It also discusses the development of more intelligent and efficient communication technologies, which are an essential part of current day-to-day life, and reports on recent innovations in technologies, architectures, and standards relating to these technologies. The book includes research that spans a wide range of communication and networking technologies, including wireless sensor networks,

big data, Internet of Things, optical and telecommunication networks, artificial intelligence, cryptography, next-generation networks, cloud computing, and natural language processing. Moreover, it focuses on novel solutions in the context of communication and networking challenges, such as optimization algorithms, network interoperability, scalable network clustering, multicasting and fault-tolerant techniques, network authentication mechanisms, and predictive analytics. Exploring Europe's Environment Teacher's notes Earthscan This text enables pupils from 11-16 to investigate European environmental issues through a wide variety of text, maps, photographs and statistical data presented in four focus sections: water and rivers; coasts and seas; forests; and urban areas. The accompanying disk contains a collection of up-to-date data and real case studies from WWF National Organizations and schools across Europe involved in environemental projects (some in original language versions). Flexible software with simple exporting enables users to view, select and export items into word processing, desktop publishing and spreadsheet packages. The 120 page teacher's handbook offers background notes, practical activities developed by teachers across Europe, resource sheets reproducing key items from the disk, plus pupil worksheets. Transit Improvement, Preferential Lane, and Carpool Programs An Annotated Bibliography of Demonstration and Analytical Experience : Final Report ICSBE 2018 Proceedings of the 9th International Conference on Sustainable Built Environment Springer This book highlights current research and development in the area of sustainable built environments, currently one of the most important disciplines in civil engineering. It covers a range of topics, including sustainable construction and infrastructures, waste and wastewater management, enhanced sustainability, renewable and clean energy, sustainable materials and industrial ecology, building automation and virtual reality, and impact of climate change. As such it provides vital insights into responsible urbanization practices, and new tools and technologies in civil engineering that can mitigate the negative effects of the built environment. Urban Transportation Innovations Worldwide A Handbook of Best Practices Outside the United States McFarland This handbook of urban transportation planning presents case studies detailing 40 best practices from 33 states in the U.S. and 19 countries on six continents. Cities around the world have improved transportation options for their citizens. Roadways have seen the addition of walkways and bicycle lanes, and light-rail transit systems have reduced street traffic. These cities have decreased reliance on personal cars and enhanced their urban environments by reducing congestion, pollution, and the number and width of roadways. This volume discusses the dynamic field of urban transportation planning and provides resources for planning professionals and public officials interested in obtaining additional information on the latest trends. ECMT Round Tables Traffic Congestion in Europe OECD Publishing This Round Table defines congestion and determines the scale of the problem. It addressed the trends in congestion and the consequences of those trends. The Round Table then considered possible solutions to the congestion problem. Congestion Assessment of Advanced Technologies for Relieving Urban Traffic Congestion Transportation Research Board Interoperability in Broadband Networks IOS Press Contributed chapters to this volume cover the field of global networking using heterogenous networks such as DQDB MAn, high speed LAN and B-ISDN. Strategical issues is trans-European networking are addressed. Re-engineering of Traffic Systems in the Central Business District (CBD) of a South African City The Case of Kimberley City Most cities of the world face the challenges of dealing with traffic congestion and its undesirable consequences. In South Africa many large and medium sized cities– and specifically the central business district (CBD) thereof – are experiencing traffic congestion and are severely affected by it. One such city which warranted this investigation, is Kimberley in the Northern Cape Province. Because of its unique physical and spatial attributes; its road network; economic characteristics and the requirement of the mobility of heavy vehicles in addition to the normal city traffic, Kimberley experiences typical traffic congestion challenges in its CBD area, particularly during peak hours. Thus, using the city Kimberley as a case study, an investigation was conducted to comprehend the traffic congestion scenario on the roads in and around Kimberley’s CBD area with the aim to evolve plausible re-engineering interventions that could alleviate the traffic congestion challenges experienced by the city. The conduction of the study involved the critical review of relevant literature, understanding of the control variables influencing traffic congestion and applying relevant empirical models to assess traffic congestion and evolve policy/strategic measures to alleviate the challenge. A survey research methodology was used for the collection of data, followed by statistical analyses of the data and the application of empirical models to assess the level of traffic congestion on the roads of the study area. Simulated scenarios based on different re-engineering interventions were then evolved, which assisted in engendering policies and strategic interventions that could reduce traffic congestion and improve smooth traffic flow in and around the Kimberley CBD area. In this regards, the following major factors usually causing traffic congestion in and around CBD areas were investigated. They are traffic volume; type and composition of vehicles; specifically plying of heavy vehicles (large trucks); on-road parking facilities; type of junctions; traffic speed; inadequate number of lanes; inadequate turning radii; insufficient lane width/ road width (capacity); inadequate availability of space near junctions; availability of commercial function; availability of traffic nodes such as bus and taxi stops; and availability of civic/administrative functions close to the roads. The study indicated an appreciable level of traffic congestion on some of the roads in the Kimberley CBD area –specifically during peak hours– which needs strategic intervention. The results of the application of empirical models such as Segment delay (Ds), Travel time index (TTI), Q index, Level of Service (LOS) and Queue length suggest that two of the major roads, namely Long Street and Transvaal Road (impacted by Pniel Road), are experiencing high levels of congestion during both normal and peak hours. Similarly, some of the other roads such as Bishop Road, Carter Road and Barkley Road (impacting Transvaal Road) and Schmidtsdrift Road are a cause of concern during peak hours. Future scenario analyses indicated that these roads – i.e. Long Street, Transvaal Road (Phakamile Mabija Road), Bishop`s Road, Carter Road and Barkley Road – will become severely congested. Besides, junctions connecting Long Street and Bultfontein Road (J1); Bishop-/Lyndhurst Street and

Bultfontein Road/Delham Street (J2); Transvaal Road and Cecil Sussman Street (J3); and Transvaal Road and Old Main Street (J5); experience high queuing lengths during peak hours and are seemingly under pressure with regard to congestion. However, the following re-engineering interventions this study envisages for the year projected year 2025 should reduce congestion on the roads in and around the CBD area of the city: appropriate traffic diversion from the congested roads to relatively less congested roads during both normal and peak traffic hours; segregation of heavy vehicles and the diversion of the appropriate proportion of normal cars during peak hours; optimal use of less congested roads for carrying diverted traffic; prevention of use of on street parking facilities during peak hours; and modification of signalling cycle time at major junctions during the peak hours. It has been determined that by adopting a policy of diverting a minimum percentage traffic from Long Street (20.77%), Transvaal Road (28.80%), Bishop Road (15.11%), Barkley Street (12.73%), Barkley section 2 (9.0%), Carter Road (14.10%) and Cecil Sussman Road (20.77%) and assigning all this traffic in the following proportions to Memorial Road (12.23%), Du Toitspan Road (20.77%), Lyndhurst Street (20.77%) and Main Street (25.80%), would appreciably reduce the traffic congestion in the congested roads without increasing the level of traffic congestion on the relatively free roads. Similarly, by adopting a policy, of diverting a minimum percentage of traffic from Long Street (33.71%), Transvaal Road (40.05%), and Bishop Street (17.79%) during peak periods in projected years and assigning this traffic in the following proportions to Memorial Road (25.0%), Barkley Road impacted by Pniel Street (25.0%), Du Toitspan Street (28.43%), Lyndhurst Street (28.43%) and Main Street (28.43%), will not significantly increase the level of traffic congestion on these roads whilst enabling the reduction of traffic congestion on the roads under pressure of traffic. Furthermore, simulated scenarios of traffic diversion based on travel time ratio and change in speed, show that with a reasonable level of diversion of traffic from congested roads to less congested roads, speed can be increased and travel time can be reduced on the roads in the CBD area of the city, thus allowing roads to be optimally utilised. These results also established the following two hypotheses on which this investigation has been based: 1) Segregation of traffic (modal split) will appreciably reduce traffic congestion in terms of improved LOS, less travel time and reduced delay on the roads in the CBD; and 2) Optimal traffic assignment (diversion to alternative roads) will significantly reduce traffic congestion in terms of improved LOS, less travel time and reduced delay on the roads of CBD. It can thus be concluded that re-engineering solutions such as traffic diversion from the congested roads to the under-utilised or least congested roads with appropriate traffic assignment and modal split (segregation of vehicles) could assist in easing the traffic congestion, increasing speed and reducing travel time, resulting in optimal utilisation of all the roads in the CBD area of the city. Translog Defense Transportation System Bulletin Beyond Gridlock The Future of Mobility as the Public Sees it : a Report of 65 Forums Documenting the Views of Americans who Use and Depend on this Nation's Surface Transportation Systems This report summarizes the findings from an unprecedented series of 65 public forums held all across the United States between August 1987 and May 1988. The public forums were conceived as an element of the initial fact-finding stage of Transportation 2020, which itself represents the first ever attempt to develop a national consensus surface transportation policy. NETWORKING 2005. Networking Technologies, Services, and Protocols; Performance of Computer and Communication Networks; Mobile and Wireless Communications Systems 4th International IFIP-TC6 Networking Conference, Waterloo, Canada, May 2-6, 2005, Proceedings Springer This book constitutes the refereed proceedings of the 4th International IFIP-TC6 Networking Conference, NETWORKING 2005, held in Waterloo, Canada in May 2005. The 105 revised full papers and 36 posters were carefully reviewed and selected from 430 submissions. The papers are organized in topical sections on peer-to-peer networks, Internet protocols, wireless security, network security, wireless performance, network service support, network modeling and simulation, wireless LAN, optical networks, Internet performance and Web applications, ad-hoc networks, adaptive networks, radio resource management, Internet routing, queuing models, monitoring, network management, sensor networks, overlay multicast, QoS, wirless scheduling, multicast traffic management and engineering, mobility management, bandwith management, DCMA, and wireless resource management. Fiscal Year 2003 Field Hearings Hearings Before the Committee on the Budget, United States Senate, One Hundred Seventh Congress, Second Session : January 8, 2002, the Farm Bill, January 20, 2002, Impact of the President's 2003 Budget Request on Highway and Water Infrastructure Needs, January 22, 2002, the President's Fiscal Year 2003 Budget, August 20, 2002, Assessing the Need for Natural Disaster Assistance Easing Traffic Congestion and Improving Vehicle Safety ITS and Transportation Technology Solutions for the 21st Century : Hearing Before the Subcommittee on Technology of the Committee on Science, House of Representatives, One Hundred Sixth Congress, First Session, May 20, 1999 Smart Congestion Relief Comprehensive Analysis of Traffic Congestion Costs and Congestion Reduction Benefits This report critically evaluates the methods used to measure traffic congestion impacts. Current methods tend to exaggerate congestion costs and roadway expansion benefits. This study develops a more comprehensive evaluation framework which is applied to four congestion reduction strategies: Roadway expansion, improving alternative modes, pricing reforms, and smart growth land use policies. The results indicate that highway expansion often provides less overall benefit than alternative congestion reduction policies. Comprehensive evaluation can identify more efficient and equitable congestion solutions. It is important that decision makers understand the omissions and biases in current evaluation methods. Wicked Problems in Public Policy Understanding and Responding to Complex Challenges Springer Nature "The concept of wicked problems has become very commonly used, and abused, in contemporary studies of public policy. While expressing some appropriate skepticism about the concept, Brian Head uses the idea to analyse the numerous difficult problems facing governments in the 21st century." ---B. Guy Peters, Maurice Falk Professor of American Government, University of Pittsburgh, USA "Rich with empirical detail, this book looks set to become the definitive work on wicked issues and what to do about them." ---Claire A. Dunlop, Professor of Politics, University of Exeter, UK "This book provides a concise

introduction to the concept and management of “wicked” problems: the kind of poorly-structured, intractable policy problems with unknown solutions with which policy-makers, unfortunately, must engage on a frequent basis." ---Michael Howlett, Burnaby Mountain Professor and Canada Research Chair, Simon Fraser University, Canada This is an open access book. This book offers the first overview of the ‘wicked problems’ literature, often seen as complex, open-ended, and intractable, with both the nature of the ‘problem’ and the preferred ‘solution’ being strongly contested. It contextualises the debate using a wide range of relevant policy examples, explaining why these issues attract so much attention. There is an increasing interest in the conceptual and practical aspects of how ‘wicked problems’ are identified, understood and managed by policy practitioners. The standard public management responses to complexity and uncertainty (including traditional regulation and market-based solutions) are insufficient. Leaders often advocate and implement ideological ‘quick fixes’, but integrative and inclusive responses are increasingly being utilised to recognise the multiple interests and complex causes of these problems. This book uses examples from a wide range of social, economic and environmental fields in order to develop new insights about better solutions, and thus gain broad stakeholder acceptance for shared strategies for tackling ‘wicked problems’. Brian Head is Professor of Public Policy at the University of Queensland, Australia. He is the editor or co-author of 12 books and over 100 academic articles on public management, governance, social issues and environmental policy. . The Energy Crisis and Proposed Solutions Panel Discussions Before the Committee on Ways and Means, House of Representatives, Ninety-fourth Congress, First Session .... Digital Transformation and Innovative Services for Business and Learning IGI Global In a world dependent on digital technologies, business corporations continually try to stay ahead of their competitors by adopting the most updated technology into their business processes. Many companies are adopting digital transformation models, data analytics, big data, data empowerment, and data sharing as key strategies and as service disruptors for information delivery and record management. Higher education institutions have adopted digital service innovation as a core to driving their business processes. Such services are key to ensuring efficiency and improving organizational performance. Digital Transformation and Innovative Services for Business and Learning is a collection of innovative research on the latest digital services and their role in supporting the digital transformation of businesses and education. While highlighting topics including brand equality, digital banking, and generational workforce, this book is ideally designed for managers, executives, IT consultants, industry professionals, academicians, researchers, and students. Urban Ring Phase 2, Boston, Brookline, Cambridge, Chelsea, Everett, Medford, Somerville Environmental Impact Statement Reauthorization of the Post-interstate Surface Transportation Programs Hearings Before the Subcommittee on Surface Transportation of the Committee on Public Works and Transportation, House of Representatives, One Hundred First Congress, Second Session : March 8, 13, 15, 20, 22, April 24, 1990, in Washington, DC; July 2, 1990, in Long Beach, CA; July 5, 1990, in San Jose, CA; September 17, 1990, in Altoona and Ebensburg, PA; and September 21, 1990, in Durham, NC. Distributed Computing for Emerging Smart Networks Second International Workshop, DiCES-N 2020, Bizerte, Tunisia, December 18, 2020, Proceedings Springer Nature This book constitutes the refereed proceedings of the Second International Workshop on Distributed Computing for Emerging Smart Networks, DiCES-N 2020, held in Bizerte, Tunisia, in December 2020. Due to the COVID-19 pandemic the conference was held online. The 8 full papers included in this volume were carefully reviewed and selected from numerous submissions. The papers are organized in the following topical sections: intelligent transportation systems; emerging networking technologies; artificial intelligence and internet of things. Public Roads Capacity-allocation Methods for Reducing Urban Traffic Congestion