

Improving traffic signal management and operations: a basic service model



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Reviews

The book is fantastic and great. It is definitely basic but shocks in the 50 percent in the pdf. Its been printed in an remarkably basic way and it is just soon after i finished reading this publication in which really changed me, change the way i believe.
(Dr. Lukas Hills DDS)

IMPROVING TRAFFIC SIGNAL MANAGEMENT AND OPERATIONS: A BASIC SERVICE MODEL



No binding. Book Condition: New. This item is printed on demand. Original publisher: Washington, D. C. : Federal Highway Administration, 2009 OCLC Number: (OCoLC)608577057 Subject: Traffic signs and signals -- Control systems. Excerpt: . . . Implementing a process to receive, track and respond to citizen complaints. Maintaining high levels of technician training and certification. Reviewing and routine testing of signal equipment frequently (quarterly through annually, depending on the review or test). Automated malfunction monitoring. Maintaining high detection functionality. Tracking equipment maintenance trends. Providing emergency power at critical locations. These objectives allow agencies to score well if they have well-funded and active maintenance programs. Not all agencies have those resources, however, and signal practitioners still must respond to their situation as best they can. There is nothing in the self-assessment that allows an agency to overcome limited resources by more effective design. For example, an agency might achieve more effectively meet their operational goals by minimizing the number of detectors and designing their operation in such a way that those detectors are not needed. This might be done by limiting the cycle length, providing versatile smooth-flow coordination timings, ensuring that clearance intervals are sufficient to minimize the need for dilemma-zone detection, and so on. Highly durable detection construction might be affordable if the detection needs are minimized, further reducing the demands on maintenance. Consistent design standards (rather than high design in some locations that are funded by developers and minimal design in locations funded by the agency) can minimize the need for continued maintenance of the physical plant. Careful selection of technology might prevent expecting maintenance technicians to have skills beyond what the agency can remunerate. All of these strategies for surviving limited maintenance resources flow from a careful relationship b. . . This item ships...



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