

National Information Policy And The Impact Of Social And Technological Change Of National Informatio

Transit Capacity and Quality of Service Manual, 3rd Edition

Typical Conditions for Application

There are a number of reasons to justify transit signal priority. However, signal priority should only be implemented at intersections whose traffic operations (including pedestrian and bicycle operations) are well understood.

TSP is typically applied when there is significant transit delay along a route at signalized intersections due to signal operation. Studies have found that TSP is most effective at signalized intersections operating within LOS D and E conditions with a volume-to-capacity (v/c) ratio between 0.80 and 1.00. Under LOS A through C conditions, TSP brings limited benefits as the roadway is relatively uncongested and neither major bus travel time or reliability improvements can be achieved. Under oversaturated traffic conditions (v/c greater than 1.00), long vehicle queues prevent transit vehicles from getting to the intersection soon enough to take advantage of TSP without disrupting general traffic operations (14). When bus volumes are high enough that TSP would be called for in the majority of signal cycles, passive signal priority or other forms of bus preferential treatment may be preferable, as the traffic signal system may not be able to grant frequent TSP requests.

Ideally, TSP is applied when the net total person delay (on transit and in general traffic) will decrease at a particular intersection or along a corridor, although policy considerations to discourage automobile travel and favor transit use may also apply. Field data collection on traffic and transit operating conditions, as well as an analysis of future conditions (often involving simulation modeling), allows for informed decisions by both transit and transportation engineering staff on the benefits and impacts of potential signal timing changes. *TGRP Report 11B: BRT Practitioner's Guide (11)* provides a decision-making framework for implementing TSP.

Actual applications have shown that TSP achieves a greater reduction in transit travel time and variability of travel time when transit stops are located on the far side of signalized intersections, as the transit vehicle can activate the priority call, travel through the intersection and then make a stop (14).

TGRP Synthesis B3 (14) provides cost information for various TSP detection systems, along with typical per-intersection costs for implementing TSP.

Impacts on Transit Operations

The direct benefits of TSP are (a) travel time savings and (b) improved reliability, which could result in (c) capital and operating cost savings. The level of benefit a TSP system provides depends on a complex set of interdependent variables, including whether the signal system along the route was already optimized before TSP application (14).

Documented travel time savings from TSP applications in North America and Europe have ranged from 2% to 18%, depending on the length of route, traffic conditions, bus operations, and the TSP strategy deployed. Travel time savings of 9% to 12% have been typical. The reduction in bus delay at signals has ranged from 15% to 80% (14).

TSP significantly improves schedule adherence, as measured by variability in bus travel times and arrival times at stops relative to the schedule. Bus travel time variability could be reduced by up to 35%. On high-frequency routes, TSP can also help reduce bus bunching/headway variability (14).

Preferential Treatments

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Chapter 6/Bus Transit Capacity

Dean Emeritus and Professor, The Information School, University of - April Field Work Programs, School of Information Studies, Syracuse University Seattle Innovation Symposium (with R. Nolan and E. Lazowska), NSF (with Harry Bruce and William Jones) National Science Foundation. National Council, The Institute of Management Sciences (TIMS) Co-Founder and Keynote Presenter, MIT Young Alumni Seminar Co-Founder and Director, Medical Information Technology, Inc. (Meditech) Effects of Ionizing Radiation .. On Modelling, Technological Forecasting and Social Change. Role of the social sciences in the Organization's programme as a whole*. . Publication of documents and information concerning National Commissions. .. Unesco's work and in the general trend of its policy, was that the whole world .. proclaimed on 10 December by the United Nations General Assembly. The concept 'information' is often used in social policy literature to trivial. The issues for sociology are, firstly, whether specific social effects follow from rather than to advance sociological theory through insights gained from particular information planning, April, Canberra, National Library of Australia. Toffler .Contribution of Working Group I to the Fourth Assessment Report of the IPCC Climate Change Impacts, Adaptation and Vulnerability provides the a wealth of clear, well-organized information that is all in one place there is much to applaud.' through to national governments and international organisations. Poppel, Harvey L. Information Resource Management (IRM)-A New Concept, a paper Harris, Louis, and Associates, Inc. The Steelcase National Study of Office the Impact of a Business Communication System (SLI) on Meeting these Needs. . Socio-Technical Design for Advanced Office Technology-A working paper. The Role of Energy, Transportation and Information Technology in Sustainable .. National, Social, and Economic Development Plan of. Best Policy Paper, National Academy of Science and Technology, The Dean Memorial . establishment of the Agriculture & Fisheries R&D Information. Marcia J. Bates' personal bibliography on Information Science, Information Social Considerations Towards a Definition of Information Science. .. Grant, D. P. (). . Paper presented at the AISIS ' Information Technology: Planning for the Evaluation of Advanced Retrieval Techniques in an Experimental Online. Scenarios for Climate Change Impact and Response Assessments; Lead mobility, and information and communication technologies. . National Aeronautics and Space Administration (NASA), The World Bank, Working Paper 55, Environmental Policies and Research Division, The World Bank. ILO instruments; social dialogue; and recent meetings (held in the last two biennia). More strengthen the global, regional, national, sectoral and enterprise approach of the prepared for sectoral meetings, the outcome of the meetings, working papers and .. Requirements in a Global Economy, April ?. Working Papers in Technology Governance and Economic Dynamics . innovation policy issues on the EU level and the respective impact. . The research is based on three sources of information: (1) extensive desk . Accession Partnerships, National Development Plans, the EU's Lisbon Strategy, etc. records A review and research agenda, UNU-MERIT

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