

# Traffic Logger

Lingjun Ying

**Traffic Monitoring Guide** United States. Federal Highway Administration. Office of Highway Information Management,1992  
Wisconsin Highway Traffic, Automatic Traffic Recorder Data  
,1969

**Highway Traffic Monitoring and Data Quality** Michael Dalglish,2008 This unique resource gives you a hands-on understanding of the latest sensors, processors, and communication links for everything from vehicle counts to urban congestion measurement. Moreover, you learn statistical techniques for quantifying data accuracy and reducing uncertainty in both current system state assessments and future system state forecasts.

Traffic Monitoring Guide United States. Federal Highway Administration. Office of Highway Information Management,1985

**Site Verification of Weigh-In-Motion Traffic and TIRTL Classification Data** Shuo Li,Yingzi (Eliza) Du,Yi Jiang,2010-12-15

**Wisconsin Traffic Data, Automatic Recorder Stations** ,1981  
**Highway Safety** ,2004

**Site Reliability Engineering** Niall Richard Murphy,Betsy Beyer,Chris Jones,Jennifer Petoff,2016-03-23 The overwhelming

majority of a software system's lifespan is spent in use, not in design or implementation. So, why does conventional wisdom insist that software engineers focus primarily on the design and development of large-scale computing systems? In this collection of essays and articles, key members of Google's Site Reliability Team explain how and why their commitment to the entire lifecycle has enabled the company to successfully build, deploy, monitor, and maintain some of the largest software systems in the world. You'll learn the principles and practices that enable Google engineers to make systems more scalable, reliable, and efficient—lessons directly applicable to your organization. This book is divided into four sections: Introduction—Learn what site reliability engineering is and why it differs from conventional IT industry practices Principles—Examine the patterns, behaviors, and areas of concern that influence the work of a site reliability engineer (SRE) Practices—Understand the theory and practice of an SRE's day-to-day work: building and operating large distributed computing systems Management—Explore Google's best practices for training, communication, and meetings that your organization can use

**Traffic Monitoring Guide ,1985**

*Traffic Monitoring* U.s. Department of

Transportation,2018-07-25 Traffic monitoring : a guidebook /

*Automated Traffic Recorder Data in Traffic Safety* Donald

Malchose, Kimberly J. Vachal, Upper Great Plains Transportation

Institute, 2011 Speed is one of many factors that increase the risk of serious or fatal injury in traffic crashes. Understanding driver and road manager decisions regarding travel speeds is fundamental to improving traffic safety. The objective of this study was to test existing equipment and technology assets in monitoring driver decisions with regard to posted speed limits. Driver behaviors with regard to systematic and special traffic speed programs were considered. In cooperation with the North Dakota transportation agency, data was collected from a group of automatic traffic recorder sites (ATRs) for this effort. Analysis focused on speed metrics to quantify differentials relative to posted limit observed traffic speeds, and high-risk driver prevalence.

Highway Traffic Monitoring ,2018-05 The major problems that attracted the researchers during the past years are increasing traffic in urban and sub-urban areas. Traffic varies over time and place. It is necessary to understand and be able to monitor all of these activities and changes in travel to make correct decisions about the design, operation, and maintenance of roadways. Traffic

congestion can be detected in sequences of optical images in different ways. Trying to detect each individual vehicle and then to estimate its velocity does not sound a good approach. This theoretical vehicle density is directly related to the average vehicle velocity on the road segment and thus the information about the traffic situation, e.g. the existence of congestion, the beginning and end of congestion, the length of the jam, actual travel time, and so on can be derived. Since the construction of paved roads, we have struggled with ways to record vehicular movement. Not only is this information required for proper design of roadways, but also new intelligent transportation systems (ITS) require real-time knowledge of traffic movement to be effective. Highway Traffic Monitoring presents the state of the art and the practice and a look to the future trends in highway traffic monitoring. It describes methods of assessing the performance and reliability of traffic-counting equipment, including the evaluation of any bias within the results. It also covers the related issues such as commissioning, validation, verification, reliability, technology and test procedures. Traffic control and monitoring using video sensors has drawn increasing attention recently due to the significant advances in the field of computer vision. Many commercial and research systems use

video processing, aiming to solve specific problems in road traffic monitoring. The focus of this guide is on the collection of traffic statistics, such as speed and traffic loads; identify dangerous situations, such as objects falling, animals or traffic jams.

*Traffic Monitoring in Recreational Areas* ,2010

**Case Studies of Traffic Monitoring Programs in Large Urban Areas** Joseph J. Mergel,1997

*Processing permanent traffic recorder data* ,1966

*Improving the Effectiveness of Traffic Monitoring Based on Wireless Location Technology* Michael D. Fontaine,2004 A fundamental requirement for effectively monitoring and operating transportation facilities is reliable, accurate data on traffic flow. The current state of the practice is to use networks of point detectors to gather information on traffic flow at fixed points on the roadway network. Traffic monitoring based on wireless location technology (WLT) offers an opportunity to expand the size of the transportation network being monitored at a lower cost than with point detection. In WLT-based monitoring, the locations of individual wireless devices are sampled anonymously. By tracking a series of positions for devices in vehicles, it is theoretically possible to estimate the average travel speed on a road. Although the concept

of WLT-based monitoring is attractive, results have been mixed. Field tests have been successful at locating vehicle positions but have not been able to generate traffic information of the quality or reliability required for most applications. This research explored how WLT-based monitoring could be improved by rigorously examining the problem from a system design perspective. The evaluation focused on two measures of effectiveness: (1) the availability of speed estimates and (2) the accuracy of speed estimates. The performance of WLT-based monitoring systems was evaluated through a combination of controlled testing on simple networks and case studies on simulated real-world networks. Significant main effects and interactions were evaluated in a systematic manner using a test bed that combined microscopic traffic simulation and a model of a WLT-based monitoring system. The results revealed several important issues to be considered when designing and implementing a WLT-based monitoring system. The selection of parameters such as the number of vehicles tracked and frequency between readings needs to be tailored to handle localized traffic and geometric conditions. The results showed that well-designed monitoring systems could produce accurate results although there were some situations

where performance could be improved. Guidelines for the design and use of WLT-based systems were generated, and future avenues to improve system performance were noted.

Use of Permanent Traffic Recorder Data to Develop Factors for Traffic and Truck Variations L. James French, Jacob S. D'Angelo, Ronald W. Eck, 2002

**Initial Investigation for Traffic Monitoring Equipment Evaluation Facility**, 2004 This project investigated funding sources, design options, and viable locations for a traffic monitoring equipment evaluation facility. The project provided research and development to design a generic facility to evaluate traffic data collection equipment and sensors and perform traffic data collection research. This report covers the first 9 months of this 2-year project, identifying potential funding sources and candidate sites for further consideration.

Probe Sampling Strategies for Traffic Monitoring Systems Based on Wireless Location Technology Michael D. Fontaine, 2007 Transportation agencies have become very interested in traffic monitoring systems based on wireless location technology (WLT) since they offer the potential of collecting travel time data across a wide portion of the road system. Prior tests of WLT-based systems



have been unsuccessful, in part because they have treated the road network as a homogeneous entity. This area-wide method has inherent limitations, causing congested roadways to be over sampled and uncongested and low volume roads to be under sampled. This project developed a methodology to estimate sampling parameters based on localized traffic conditions in the network, termed a zonal approach. In zonal WLT systems, the roadway network is disaggregated into smaller areas, termed zones, based on cellular coverage areas. In this research, two zonal sampling strategies were examined and tested using three simulated networks. When the road network is complex, the zonal priority sampling strategy was found to distribute probes throughout the network and produced a larger number of speed estimates on uncongested and low volume roads. Moreover, the zonal priority strategy improved speed estimation accuracy by 10 percent over the other two sampling strategies. For networks with simple geometry or uniform congested traffic conditions, there were no significant differences among the sampling strategies. The results of this research indicate that the homogeneous approach used by earlier deployments has limitations, and results could be potentially improved by tailoring sampling parameters to a more localized

level.

Traffic Monitoring ,2016

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