



فصلنامه مطالعات مدیریت شهری
سال دوم / شماره چهارم / زمستان ۱۳۸۹

(:)

Email: mousaviyy@yahoo.com

Email: ali_bagheri6163@yahoo.com

:

:

:

:

:

.....

() .

(:)

(:)

().
/

.....

().

().

).

(

()

().

(:)

().

()

().

()

().

.....

) (

(...

(
(

(

(

(

).

(

(:)

().

().

(Berdica 2002)

() .

GPS ITS

ABS
()

Miles) (Rutela 2003) (Rundmo 2004) (Martinez 2002) (Parker 1997)
(Matthews & Norris 1998) (2002

Ioannis Golias



(:)

Matthew G. Karlaftis

Average Annual Daily Traffic (AADT)

ADDT

Matthew G. Karlaftis &) .

Ali P.Akgungor Osman Yildiz (Ioannis Golias 2002, 34

) W () Average Daily Traffic (ADT)
() H () PA ()
(ADT-W, ADT-PA, ADT-H)

H PA W ADT

Karlfits Tarko. (Ali P.Akgungor & Osman, Y 2007, 39)

(Tarko & Karlfits 1998, 102) .

(Older and Spicer 1983, 98) .

()

() .

(Zegeer 1992, 128) .



() .

() .
()

-

m

() .

(:)

Auto CAD Arc GIS

() .

/

/

).

(

() .

)

(



.....

/ / / /

(

(:)

.

...

()

/

/

)

(

.....

.()

(

/

/

/

/

(:)

« »

()

()

()

.....

/

/

.

.

.

...

.

.

:

()

()

()

()

()

()

()

()

:

)

()

()

()

()

()

(

(:)

(

()

:

(

$$f_i = \frac{f_i}{l_i} \quad ($$

$$\overline{f_{ave}} = \frac{\sum_i f_i}{\sum_i l_i} \quad ($$

$$I_T = 2 \times \overline{f_{ave}} \quad ($$

:() ()

i : f_i

i : l_i

i : \bar{f}_i

: $\overline{f_{ave}}$

() : I_T

$$I_T \quad \bar{f}_i$$

(

$$f_{ave} = \frac{\sum_i f_i}{n} \quad ($$

$$I_T = r \times f_{ave} \quad ($$

: () ()

i : f_i

: n

i : \bar{f}_i

: f_{ave}

() : I_T

$$I_T \quad f_i$$

:

$$R_i = \frac{f_i \times 10^6}{N_d \times L_i \times Q_w} \quad ($$

$$R_{ave} = \frac{\sum_i f_i \times 10^6}{N_d \times \sum_i L_i \times Q_w} \quad ($$

$$Q_w = \frac{\sum_i (L_i Q_i)}{\sum_i L_i} \quad ($$

$$I_T = 2 \times R_{ave} \quad ($$

: () ()

i : f_i

i : L_i

: N_d

(AADT) : Q_i

: Q_w

() i : R_i

) : R_{ave}

(

() : I_T

I_T

R_i

/ /

(

$$S_i = \frac{\sum_j W_j \cdot f_{ij}}{f_i} \quad ($$

$$\overline{S_i} = \frac{S_i}{L_i} \quad ($$

$$\overline{S_{ave}} = \frac{\sum_i S_i}{\sum_i L_i} \quad ($$

$$I_T = 2 \times \overline{S_{ave}} \quad ($$

:() ()

i

j

: S_i

: W_i

مطالعات صورت شری



(:)

()

f_{ij}

f_i

L_i

S_i

S_{ave}

()

I_T

I_T S_i

)

.(

(

$$S_i = \frac{\sum_j W_j \cdot f_{ij}}{f_i} \quad ($$

$$S_{ave} = \frac{\sum_i S_i}{n} \quad ($$

$$I_T = 2 \times S_{ave} \quad ($$

:() ()

S_i

W_i

f_{ij}

) i : f_i
(: n
: S_{ave}
() : I_T

I_T S_i

)
(

()
()





»

«

(:)

...

»

«.

()

(:)

()

/

:

Sig	t			
		β	B	
/	/		/	/
/	/	/	/	/

:

»

«.



.....

)

(:)

(

()

:

.....

:

(:)

_____ .() . (

_____ .() . (

_____ .() . (

_____ .() . (

_____ .() . (

_____ . (

.

_____ .() . (

_____ .() . (

_____ (

_____ .() . (

_____ .

- 25) Berdica, K (2002). An introduction to road Vulnerability: what has been done, Transport Policy.
- 26) Harwood, D.W. Council, F.M. Hauler, e. Hughes, W.E. and Vogt, A. (1997). Prediction of the Expected Safety Performance of Rural Two – lane Highways Report, No125.
- 27) Matthews, B.A (2002). When is believing seeing? Hostile Attribution bias as a Function of Self-reported Aggression. Journal of Applied Social Psychology.
- 28) Menoni, S. Petrini, V. Pergalani, F. Boni, M.D. (2002). Life lines earthquake Vulnerability Assessment: A systemic approach. soli Dynamics and Eearthquake Engineering.
- 29) Miles, E. Donald .(2003). Aggressive Driving Behaviors': are there Psychological and attitudinal Predictors.
- 30) Parker, D. (1998). Attitudinal Predictors or inter Personally aggressive Violations on the road.
- 31) Umesh. Shanker (2004). Motorcyclists Fatalities an Update Traffic Records for national center for statistics and analysis.
- 32) Zegeer, G.V. Stewart J.R. Council, F.M. Reinfurt, D.W. Hamilton, E(1992), Effects of Geometric Improvements on Horizontal Curves Transportation Research.

¹ Intelligent Transportation System

² Global Positioning System

