



Feasibility of Using In-Vehicle Video Data to Explore How to Modify Driver Behavior That Causes Nonrecurring Congestion

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This report from the second Strategic Highway Research Program (SHRP 2), which is administered by the Transportation Research Board of the National Academies, presents findings on the feasibility of using existing in-vehicle data sets, collected in naturalistic driving settings, to make inferences about the relationship between observed driver behavior and nonrecurring congestion. It includes guidance on the protocols and procedures for conducting video data reduction analysis. In addition, the report provides technical guidance on the features, technologies, and complementary data sets that researchers should consider when designing future instrumented in-vehicle data collection studies. The report also highlights a new modeling approach for travel time reliability performance measurement across a variety of traffic congestion conditions.

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