Abstract

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Degree for which submitted: **M.Tech** Department: **Civil Engineering**

Thesis title: **Studies on Perception of Waiting Time by Pedestrians**

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Month and year of thesis submission: **November 15, 2024**

Level of service of many traffic facilities like signalized intersection, are determined using delay. At any intersection or sometimes mid block-sections, pedestrians crossing are allowed. The time pedestrians have to wait before they get an opportunity to cross defines, the level of service that a pedestrians gets at this crossing facility. Further level of service as a concept is defined as what the users think is the quality of service at a given facility. Thus, one needs to understand the different feelings of service level that a pedestrians gets at different waiting times. The job as an analyst is to relate different measurable delay times to this level of service variable. This thesis tries to understand what the pedestrians perceive at different delay measurable values through collection of data on actual delay and responses of pedestrians for those delays. An earlier time perception model is implemented to represent how pedestrians perceive time. This model is then used as an input to an ordered response model that helps to determine the thresholds in measurable delay that defines various perceive level of service. A total of approximately 1000 responses from each site is used in the analysis. While data from one site was available, data from the other site using earlier questionnaire is collected as a part of this study. As expected the results shows the perceived time has both systematic and random errors. The thresholds obtained all are statistically significant.