Assessing the Validity of Equilibrium Assumptions in Traffic Models

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Abstract – Paper insert paper number

Modeling traffic has been extensively studied since seminal works by Wardrop (1959). Economical and technical elements at stake justify the need for a fine understanding of mechanisms ruling traffic flows at different scales. In particular in the case of transportation infrastructure planning and traffic management, the use of predictive models is crucial. Many approaches with different purposes coexist today, and we can oppose dynamical micro-simulation models with equilibrium-based techniques.

Whereas the validity of micro-based models has been largely discussed and their application often questioned, the literature is relatively poor on empirical studies assessing the equilibrium assumption. (Zhu and Levinson, 2010) have tested behavioural hypothesis underlying Wardrop model

**Data Collection**

**Methods and Results**

* Extended abstract should not exceed 4 pages;
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