## 学术词汇摘录

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| Word/Term | Chinese Translation | Definition | Source |
| Traffic flow | 交通流 | traffic flow is the rate at which vehicles pass a given point on the roadway, and is normally given in terms of vehicles per hour. | [(Qu et al., 2017)](#QU) |
| Fundamental diagram | 基本图 | A fundamental diagram of traffic flow is a diagram that gives a relation between road traffic flux (vehicles/hour) and the traffic density (vehicles/km). It is a graphical representation of the traffic characteristics and dynamics under different traffic conditions. | [(Qu et al., 2017)](#QU) |
| Macroscopic traffic model | 宏观交通模型 | A macroscopic traffic model is a mathematical model that formulates the relationships among traffic flow characteristics like density, flow, mean speed of a traffic stream, etc. | [(Qu et al., 2017)](#QU) |
| Cumulative distribution function | 累积分布函数 | A cumulative distribution function (CDF) describes the probabilities of a random variable having values less than or equal to a certain value x | [(Qu et al., 2017)](#QU) |
| Probability density function | 概率密度函数 | A probability density function (PDF) is used to specify the probability of the random variable falling within a particular range of values | [(Qu et al., 2017)](#QU) |
| Heterogeneity | 异质性 | The fact of consisting of parts or things that are very different from each other | [(Qu et al., 2017)](#QU) |
| Connected and automated vehicles | 网联自动驾驶汽车 | Vehicles that be able to control one or more of the primary driving controls (such as steering, acceleration or braking) without the need for human input. They can use information and communication technologies to communicate with other road users, roadside infrastructure and other wireless services. | [(Qu et al., 2017)](#QU) |
| Socioeconomic attribute | 社会经济属性 | A characteristic or factor that involves both social and economic aspects. For example, education, income, occupation, and marital status are some common socioeconomic attributes | [(Wang et al., 2017)](#Wang) |
| Confusion matrix | 混淆矩阵 | A confusion matrix is a table that allows visualization of the performance of a classification model, by comparing the actual and predicted values of the target variable. | [(Wang et al., 2017)](#Wang) |
| Receiver operating characteristic curve | 接受者操作特征曲线 | A receiver operating characteristic curve, or ROC curve, is a graphical plot that illustrates the diagnostic ability of a binary classifier system as its discrimination threshold is varied | [(Wang et al., 2017)](#Wang) |
| Accessibility | 可达性 | In general, it refers to the quality of being easy to approach, reach, enter or use specific transportation vehicles. | [(Kelobonye et al., 2019)](#Kelobonye) |
| Public transit | 公共交通 | Public transit is a system of transport for passengers by group travel systems available for use by the general public. | [(Aman & Smith-Colin, 2020)](#Aman) |
| Spatial equity | 空间公平性 | Spatial equity is a concept that relates to the fair and just distribution of public service facilities and resources among different regions or groups of people. | [(Kelobonye et al., 2019)](#Kelobonye) |
| Comprehensive public transit accessibility | 综合公共交通可达性 | Comprehensive public transit accessibility (CPTA) is a concept that evaluates the efficiency of urban public transport resource and public service. It considers both the access to public transport stations and the service level at stations. | [(Aman & Smith-Colin, 2020)](#Aman) |
| General Transit Feed Specification | 通用公共交通数据规范 | The General Transit Feed Specification (GTFS) is a data specification that allows public transit agencies to publish their transit data in a format that can be consumed by a wide variety of software applications. | [(Aman & Smith-Colin, 2020)](#Aman) |
| Shared micro-mobility | 共享微型出行 | Shared micro-mobility is a term that describes any small, human or electric-powered transportation solution that is shared between multiple users. | [(Baek et al., 2021)](#Baek) |
| Discrete choice model | 离散选择模型 | Discrete choice models are used to explain or predict a choice from a set of two or more discrete (i.e. distinct and separable; mutually exclusive) alternatives. | [(Baek et al., 2021)](#Baek) |
| Mixed logit model | 混合logit模型 | A mixed logit model is a statistical model for examining discrete choices that allows for random taste variation across choosers, unrestricted substitution patterns across choices, and correlation in unobserved factors over time. | [(Baek et al., 2021)](#Baek) |
| Alternative-specific constant | 方案特定常数 | An alternative-specific constant is a term used in discrete choice models to capture the mean effect of unobserved factors that influence the selection of alternatives. | [(Baek et al., 2021)](#Baek) |
| Last-mile transportation | 最后一英里交通 | Last-mile transportation is a term used to describe the delivery of people or goods from a transportation hub to a final destination | [(Baek et al., 2021)](#Baek) |
| revealed preference survey | 行为偏好调查 | A revealed preference survey is a type of survey that uses data from actual behavior to derive values for environmental or non-market goods | [(Baek et al., 2021)](#Baek) |
| stated preference survey | 意愿偏好调查 | A stated preference survey is a type of survey that uses hypothetical scenarios to elicit values for environmental or non-market goods. | [(Baek et al., 2021)](#Baek) |
| Spatiotemporal granularity | 时空颗粒度 | Spatiotemporal granularity is a term that refers to the level of detail at which spatiotemporal data are expressed or measured. | [(Yang et al., 2020)](#Yang) |
| Urban dynamics | 城市动态 | Urban dynamics are the changing elements that make up an urban environment: the opportunities and the threats, the people and their governance, the commercial impacts of human geography | [(Yang et al., 2020)](#Yang) |
| Temporal dependency | 时间依赖关系 | The dependence of a variable on its own past values in a time series analysis. | [(Yang et al., 2020)](#Yang) |
| Feature engineering | 特征工程 | Feature engineering is the process of using domain knowledge to extract features (characteristics, properties, attributes) from raw data. | [(Yang et al., 2020)](#Yang) |
| Multi-collinearity problem | 多重共线性问题 | Multi-collinearity problem is a phenomenon in which one or more independent variables in a regression model are highly correlated with each other. | [(Yang et al., 2020)](#Yang) |
| Transportation Pricing strategy | 交通定价策略 | Transportation pricing strategy involves setting prices for transport services such as freight, logistics, public transit, etc. It can have different objectives such as maximizing profits, increasing market share, reducing congestion and pollution, promoting social equity, etc. | [(Adnan et al., 2020)](#Adnan) |
| Mode share | 模式分担率 | Mode share (also called modal share, mode split, or modal split) is the percentage of travelers using a particular type of transportation or number of trips using said type | [(Adnan et al., 2020)](#Adnan) |
| Mobility-sensitive behavioral model | 移动性敏感行为模型 | A mobility-sensitive behavioral model is a model that captures how people make decisions related to their mobility, such as where to go, when to go, how to go, and what mode of transport to use. | [(Adnan et al., 2020)](#Adnan) |
| Discrete wavelet transform | 离散小波变换 | Discrete wavelet transform (DWT) is a signal processing technique that transforms linear signals. | [(James, 2021)](#James) |
| Multinomial cross-entropy loss | 多类别交叉熵损失 | Multinomial cross-entropy loss is a loss function that is used for multi-class classification problems, where the target variable can take one of K possible values | [(James, 2021)](#James) |

## 参考文献

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