Design and Evaluation of Dedicated Lanes for Connected and Automated Vehicles

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Propositions

accompanying the dissertation

Design and Evaluation of Dedicated Lanes for Connected and Automated Vehicles

by

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1. Lack of consistency in terminologies in the field of connected and automated vehicles is slowing down the progress of reviewing the literature. *(Chapter 2)*

2. For a more realistic evaluation of the impact of automation on traffic performance, car manufacturers should share the algorithms of connected and automated vehicles with academia. *(Chapter 2)*

3. A good driver behaviour model contributes to the validity of a driving simulator experiment more than fancy graphics. *(Chapter 3 and 4)*

4. Considering the short useful life of dedicated lanes for connected and automated vehicles, one should reconsider the necessity of implementing such lanes given the safety risks they can pose to the traffic. *(Chapter 4)*

5. In order to accurately model traffic flows, usage rates of automation should be used instead of market penetration rates.

6. Beside open access journals, academia should also support open access virtual labs to provide researchers in developing countries with opportunities to benefit from these facilities.

7. In a single-blind peer review, the authors should be anonymous instead of the reviewers.

8. Every human behaviour related experiment should have post-experiment interviews.

9. The fight against climate change does not require limiting air travels, but making them as sustainable as possible.

10. Parents who set clear standards for their children and allow them to voice their opinion in decision-making, raise a generation who can eventually change the future of their country for good.

These propositions are regarded as opposable and defendable, and have been approved as such by the promotors Prof. dr. ir. B. van Arem, Prof. dr. ir. S.P. Hoogendoorn, and Dr. ir. H. Farah.