

Use of a model-based gradient boosting framework to assess spatial and non-linear effects of variables on pedestrian crash frequency at macro-level

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Journal of transportation safety and security

2022; 14(8):1419-1450

ARTICLE IDENTIFIERS

DOI: 10.1080/19439962.2021.1958036

PMID: unavailable

PMCID: not available

JOURNAL IDENTIFIERS

LCCN: 2008216354

pISSN: 1943-9962

eISSN: 1943-9970

OCLC ID: 276986294

CONS ID: not available

US National Library of Medicine ID: not available

This article was identified from a query of the SafetyLit database.