

Predicting effects of built environment on fatal pedestrian accidents at location-specific level: application of XGBoost and SHAP

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Accident analysis and prevention

2022; 166:e106545

ARTICLE IDENTIFIERS

DOI: 10.1016/j.aap.2021.106545

PMID: 34995959

PMCID: not available

JOURNAL IDENTIFIERS

LCCN: 79009842

pISSN: 0001-4575

eISSN: 1879-2057

OCLC ID: 01460775

CONS ID: not available

US National Library of Medicine ID: 1254476

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