

Lars-Göran Mattsson

List of Publications by Year in descending order

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Version: 2024-02-01

37
papers

1,876
citations

566801

15
h-index

414034

32
g-index

38
all docs

38
docs citations

38
times ranked

1646
citing authors

#	ARTICLE	IF	CITATIONS
1	Vulnerability and resilience of transport systems – A discussion of recent research. <i>Transportation Research, Part A: Policy and Practice</i> , 2015, 81, 16-34.	2.0	369
2	Importance and exposure in road network vulnerability analysis. <i>Transportation Research, Part A: Policy and Practice</i> , 2006, 40, 537-560.	2.0	334
3	Determinism and backcasting in future studies. <i>Futures</i> , 2000, 32, 613-634.	1.4	160
4	Road network vulnerability analysis: Conceptualization, implementation and application. <i>Computers, Environment and Urban Systems</i> , 2015, 49, 136-147.	3.3	151
5	Road network vulnerability analysis of area-covering disruptions: A grid-based approach with case study. <i>Transportation Research, Part A: Policy and Practice</i> , 2012, 46, 746-760.	2.0	141
6	Equity effects of congestion pricing. <i>Transportation Research, Part A: Policy and Practice</i> , 2006, 40, 602-620.	2.0	118
7	Probabilistic choice and procedurally bounded rationality. <i>Games and Economic Behavior</i> , 2002, 41, 61-78.	0.4	106
8	Traveler delay costs and value of time with trip chains, flexible activity scheduling and information. <i>Transportation Research Part B: Methodological</i> , 2011, 45, 789-807.	2.8	71
9	An integrated model of residential and employment location in a metropolitan region. <i>Papers in Regional Science</i> , 1991, 70, 167-184.	1.0	52
10	Modeling residential location choice in relation to housing location and road tolls on congested urban highway networks. <i>Transportation Research Part B: Methodological</i> , 1999, 33, 581-591.	2.8	51
11	Vulnerability: A Model-Based Case Study of the Road Network in Stockholm. , 2007, , 81-106.		34
12	Is it time to use activity-based urban transport models? A discussion of planning needs and modelling possibilities. <i>Annals of Regional Science</i> , 2005, 39, 767-789.	1.0	32
13	Extreme values, invariance and choice probabilities. <i>Transportation Research Part B: Methodological</i> , 2014, 59, 81-95.	2.8	31
14	Equivalence between welfare and entropy approaches to residential location. <i>Regional Science and Urban Economics</i> , 1984, 14, 147-173.	1.4	21
15	Competition and accessibility on a regional labour market. <i>Regional Science and Urban Economics</i> , 1981, 11, 471-497.	1.4	20
16	A model for integrated analysis of household location and travel choices. <i>Transportation Research, Part A: Policy and Practice</i> , 2000, 34, 375-394.	2.0	17
17	Railway Capacity and Train Delay Relationships. , 2007, , 129-150.		17
18	Better May be Worse: Some Monotonicity Results and Paradoxes in Discrete Choice Under Uncertainty. <i>Theory and Decision</i> , 2007, 63, 121-151.	0.5	16

#	ARTICLE	IF	CITATIONS
19	A Systems-Based Risk Assessment Framework for Intentional Electromagnetic Interference (IEMI) on Critical Infrastructures. <i>Risk Analysis</i> , 2018, 38, 1279-1305.	1.5	16
20	Resilience to Intentional Electromagnetic Interference Is Required for Connected Autonomous Vehicles. <i>IEEE Transactions on Electromagnetic Compatibility</i> , 2019, 61, 1552-1559.	1.4	14
21	Interregional allocation models of infrastructure investments. <i>Annals of Regional Science</i> , 1989, 23, 287-298.	1.0	12
22	Modelling Land-Use and Transport Interaction: Policy Analyses Using the IMREL Model. <i>Advances in Spatial Science</i> , 1998, , 308-328.	0.3	12
23	Urban Welfare Maximization and Housing Market Equilibrium in a Random Utility Setting. <i>Environment and Planning A</i> , 1987, 19, 247-261.	2.1	11
24	Appraising large-scale investments in a metropolitan transportation system. <i>Transportation</i> , 1992, 19, 267-283.	2.1	11
25	Transportation systems and residential location. <i>European Journal of Operational Research</i> , 1983, 12, 279-294.	3.5	9
26	Evaluation of Provider Continuity in Primary Care: Actual Versus Random and Potential Continuity. <i>Family Practice</i> , 1987, 4, 251-259.	0.8	9
27	Invariance of Achieved Utility in Random Utility Models. <i>Environment and Planning A</i> , 1995, 27, 121-142.	2.1	9
28	Some applications of welfare maximization approaches to residential location. <i>Papers in Regional Science</i> , 1984, 55, 103-120.	1.0	6
29	Analyzing the returns to entrepreneurship by a modified Lazear model. <i>Small Business Economics</i> , 2021, 57, 1875-1892.	4.4	6
30	Road Pricing: Consequences for Traffic, Congestion and Location. , 2008, , 29-48.		6
31	A note on the invariance of the distribution of the maximum. <i>Journal of Mathematical Economics</i> , 2018, 74, 56-61.	0.4	3
32	The income return to entrepreneurship: theoretical model and outcomes for Swedish regions. <i>Annals of Regional Science</i> , 2018, 61, 479-498.	1.0	3
33	Residential location and school planning in a tightening urban economy. <i>Annals of Operations Research</i> , 1986, 6, 181-200.	2.6	2
34	Where will self-driving vehicles take us? Scenarios for the development of automated vehicles with Sweden as a case study. , 2019, , 17-32.		2
35	National Transport Models: Introduction and Comparative Analysis. <i>Advances in Spatial Science</i> , 2002, , 1-16.	0.3	2
36	Homothetic functions revisited. <i>Economic Theory</i> , 2002, 19, 417-427.	0.5	1

#	ARTICLE	IF	CITATIONS
37	Transport and location effects of a ring road in a city with or without road pricing. , 2004, , .		1