# Shidong Liang

## List of Publications by Citations



| 36 | 242 | 10 | 13 |
|---|---|---|---|
| papers | citations | h-index | g-index |
| 41 | 332 | 2.3 | 4.1 |
| ext. papers | ext. citations | avg, IF | L-index |

| # | Paper | IF | Citations |
|---|---|---|---|
| 36 | A self-adaptive method to equalize headways: Numerical analysis and comparison. *Transportation Research Part B: Methodological*, **2016**, 87, 33-43 | 7.2 | 33 |
| 35 | An improved car-following model accounting for the time-delayed velocity difference and backward looking effect. *Communications in Nonlinear Science and Numerical Simulation*, **2020**, 85, 105221 | 3.7 | 18 |
| 34 | Real-Time Integrated Limited-Stop and Short-Turning Bus Control with Stochastic Travel Time. *Journal of Advanced Transportation*, **2017**, 2017, 1-9 | 1.9 | 14 |
| 33 | Multiobjective Optimal Formulations for Bus Fleet Size of Public Transit under Headway-Based Holding Control. *Journal of Advanced Transportation*, **2019**, 2019, 1-14 | 1.9 | 13 |
| 32 | A Self-Adjusting Method to Resist Bus Bunching Based on Boarding Limits. *Mathematical Problems in Engineering*, **2016**, 2016, 1-7 | 1.1 | 13 |
| 31 | Coordinated control method to self-equalize bus headways: an analytical method. *Transportmetrica B*, **2019**, 7, 1175-1202 | 1.8 | 11 |
| 30 | Short-term traffic flow prediction using a self-adaptive two-dimensional forecasting method. *Advances in Mechanical Engineering*, **2017**, 9, 168781401771900 | 1.2 | 10 |
| 29 | Density waves in car-following model for autonomous vehicles with backward looking effect. *Applied Mathematical Modelling*, **2021**, 94, 1-12 | 4.5 | 10 |
| 28 | Design of Integrated Limited-Stop and Short-Turn Services for a Bus Route. *Mathematical Problems in Engineering*, **2016**, 2016, 1-9 | 1.1 | 10 |
| 27 | Nonlinear analysis of the car-following model considering headway changes with memory and backward looking effect. *Physica A: Statistical Mechanics and Its Applications*, **2021**, 562, 125303 | 3.3 | 10 |
| 26 | Analysis of Bus Bunching Impact on Car Delays at Signalized Intersections. *KSCE Journal of Civil Engineering*, **2019**, 23, 833-843 | 1.9 | 8 |
| 25 | Short-Term Passenger Flow Prediction in Urban Public Transport: Kalman Filtering Combined K-Nearest Neighbor Approach. *IEEE Access*, **2019**, 7, 120937-120949 | 3.5 | 8 |
| 24 | CTM Based Real-Time Queue Length Estimation at Signalized Intersection. *Mathematical Problems in Engineering*, **2015**, 2015, 1-12 | 1.1 | 8 |
| 23 | Design of limited-stop service based on the degree of unbalance of passenger demand. *PLoS ONE*, **2018**, 13, e0193855 | 3.7 | 8 |
| 22 | Optimising the design of a limited-stop bus service for a branching network. *Proceedings of the Institution of Civil Engineers: Municipal Engineer*, **2017**, 170, 230-238 | 0.5 | 7 |
| 21 | Impact of Guideline Markings on Saturation Flow Rate at Signalized Intersections. *Journal of Advanced Transportation*, **2019**, 2019, 1-13 | 1.9 | 6 |
| 20 | Dynamic Control Cycle Speed Limit Strategy for Improving Traffic Operation at Freeway Bottlenecks. *KSCE Journal of Civil Engineering*, **2021**, 25, 692-704 | 1.9 | 5 |

| | | | |
|---|---|---|---|
| 19 | An optimization approach for freeway network coordinated traffic control and route guidance. *PLoS ONE*, **2018**, 13, e0204255 | 3.7 | 5 |
| 18 | The impact of bus fleet size on performance of self-equalise bus headway control method. *Proceedings of the Institution of Civil Engineers: Municipal Engineer*, **2019**, 172, 246-256 | 0.5 | 4 |
| 17 | A Prediction Model for Bus Arrival Time at Bus Stop Considering Signal Control and Surrounding Traffic Flow. *IEEE Access*, **2020**, 8, 127672-127681 | 3.5 | 4 |
| 16 | Sensitivity Analysis of Fleet Size for Dynamic Headway-Based Control Method Performance in terms of Passengers Experience. *Journal of Advanced Transportation*, **2020**, 2020, 1-16 | 1.9 | 4 |
| 15 | An integrated control method based on the priority of ways in a freeway network. *Transactions of the Institute of Measurement and Control*, **2018**, 40, 843-852 | 1.8 | 4 |
| 14 | Reliability Optimization Model of Stop-Skipping Bus Operation with Capacity Constraints. *Journal of Advanced Transportation*, **2020**, 2020, 1-11 | 1.9 | 4 |
| 13 | Pre-Control Strategies for Downstream Bus Service Reliability With Traffic Signal. *IEEE Access*, **2020**, 8, 148853-148864 | 3.5 | 3 |
| 12 | A New Coordinated Control Method on the Intersection of Traffic Region. *Discrete Dynamics in Nature and Society*, **2016**, 2016, 1-10 | 1.1 | 3 |
| 11 | Advantages of bus stop skipping and holding control in reducing schedule deviation. *Proceedings of the Institution of Civil Engineers: Municipal Engineer*, **2021**, 174, 14-23 | 0.5 | 3 |
| 10 | Influence of bus stop location on traffic flow. *Proceedings of the Institution of Civil Engineers: Municipal Engineer*, **2021**, 174, 24-31 | 0.5 | 3 |
| 9 | Optimal holding time calculation algorithm to improve the reliability of high frequency bus route considering the bus capacity constraint. *Reliability Engineering and System Safety*, **2021**, 212, 107632 | 6.3 | 3 |
| 8 | A Bidirectional Searching Strategy to Improve Data Quality Based on K-Nearest Neighbor Approach. *Symmetry*, **2019**, 11, 815 | 2.7 | 2 |
| 7 | Analysis of Traffic Conditions in Urban Region Based on Data from Fixed Detectors. *Discrete Dynamics in Nature and Society*, **2015**, 2015, 1-8 | 1.1 | 2 |
| 6 | The non-lane-discipline-based car-following model considering forward and backward vehicle information under connected environment. *Nonlinear Dynamics*,1 | 5 | 2 |
| 5 | Design of Short-Turning Service for a Bus Route with Hybrid Vehicle Type. *Symmetry*, **2019**, 11, 1140 | 2.7 | 1 |
| 4 | Optimal control to improve reliability of demand responsive transport priority at signalized intersections considering the stochastic process. *Reliability Engineering and System Safety*, **2022**, 218, 108192 | 6.3 | 1 |
| 3 | Coordinated Headway-Based Control Method to Improve Public Transit Reliability considering Control Points Layout. *Journal of Advanced Transportation*, **2020**, 2020, 1-16 | 1.9 | 1 |
| 2 | Dynamic control cycle speed limit strategy for balanced reduction of travel time and emissions. *Modern Physics Letters B*, **2021**, 35, 2150153 | 1.6 | 1 |

1 Operational efficiency of the right-turning merging area at an intersection. *Proceedings of the Institution of Civil Engineers: Municipal Engineer*, **2017**, 1-30 0.5