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PACE TULSA AGS
FOUNDATION

MODULARISM

THE MODES OF THE PROVISIONING:
OF "SPECIFICITY-SURVEYS" IN A
COMPARATIVE PERSPECTIVE

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MODULARISM

THE MODES OF THE PROVISIONING: OF “SPECIFICITY-SURVEYS”

IN A COMPARATIVE PERSPECTIVE

“An Aware Pedestrian, is someone who identifies with being part of an emerging crosswalk education health conscious community, and whose actions contribute to developing this community’s constitution; government and economy through participation and practice.”
Terence Morris, Author & Founder, PACE TULSA AGS FOUNDATION. 2018

MODULAR IDEOLOGY AND INTELLECTUAL COMMUNITIES

Modular ideology evolves intellectually as public-policy processes begin to affect stimulated attitudinal changes unilaterally while emerging in private-sector economies, because of the need to compete for Content Purchasers asset allocation decisions. Along with asset allocation decisions, “specificity-survey” systems theory recognizes both external and internal influences on organizational behavior. External factors that influence the organization include world financial conditions, global competition for products and services, and political and governmental regulations (Burke, 1994).¹ “An Awareness,” about relevant Pedestrian Awareness Crosswalk Education (PACE), intellectually empowers the “Health Conscious Movement” by emphasizing the need for environmental improvements. Simply stated... “Americans want to bridge security and safety in our growing communities, as well as, maintain an organized transportation system in the United States.” Safer bus routes and neighborhood watch association’s impact road surface contracting developments in districts and cities, and define why improvements to infrastructure must occur. Culpability research related to a cities “Walkability; and Peripheral design;” Lighting and technology improvements, are just a few of the geographic elements within High-Intensity Connected Automated Intersections. Internal factors that influence organizations include financial resources like funding, investment opportunities and sources of income. Physical resources like the company's location, equipment, and facilities. Human resources like employees, target audiences, and volunteers.

If we think about the world “in-practice” we think “simple.” We expect to understand learning without testing the “ways-to-learn.” The narrative fallacy which biases us to top-down rather than bottom-up strategies only allows the “leaders” to establish modular ideology instead of Pedestrians. Testing our assumption, seeing our flaws, and establishing ways-to-learn...tells us more about our existing problems than just assuming content narrative which follows clear observations. This “tendency to assume,” changes the psychological dynamic of the modularity of an organization or system. This change draws people in—and the people begin to face personal

¹ Burke, W. W. (1994). Organization development: A process of learning and changing (2nd ed.). Reading, MA: Addison-Wesley.

failures...learning from them. Cognitive dissonance becomes severe and we reframe, spin and sometimes edit our mistakes. When the world is looked at as “simple,” we easily resist testing our leadership and those top-down strategies that help us to engage the challenges in our communities that we all face. Narrative fallacy arises inevitably from our continuous attempt to make sense of the world. The explanatory stories that people find compelling are simple; are concrete, ridiculous, and happenstance rather than on countless events that actually have failed to happen. Any recent “salient event,” is a candidate to become the kernel of a “causative narrative.”²

The failure to learn from mistakes is the greatest obstacle to transportation policy development. An evolution of the ideas surrounding successful deployments in public-private transportation policy help revolutionize creative solutions that positively impact our world. The commission or omission of implementation failures could lead to excessive public capital loss or pedestrian fatalities. Intellectual defensive resistance occurs when data is stored or programmed into databases. The conventional wisdom we all regard as intuitive becomes garbled and rejected. Complexity in a system is under-acknowledged. To overcome this type of defensive resistance Content Stewards, must have a profound respect for the complexity of the systems they play a vital-role in designing. They must test assumptions, speak up for the ‘safe-concern’ of patrons in privacy alliterations and prevent system or logic failures. Cognitive dissonance is the term used to describe the inner tension we feel when our beliefs are challenged by evidence.³⁴ These challenges to our belief systems are healthy.

Transportation Policy (TP) deals with the development of a set of constructs and propositions that are established to achieve particular objectives related to social, economic and environmental development, and the functioning and performance of the transport system. The common rule is that the public sector usually provides transport infrastructure and the regulatory framework, while the private sector assumes the provision and operations of many modes. ⁵ These modes of provisioning can also happen systemically and internally within organizations. When used for Organization Development purposes, specificity-survey models are both a guide to the design of the survey content itself and an interpretation of the resulting diagnostic information obtained (Church & Waclawski, 1998, 2001).⁶ The process involves repeated cycles of diagnosis, feedback, and action planning and change.

² Daniel Kahneman, *Thinking Fast and Slow* (New York: Penguin, 2012)

³ Matthew Syed, *Black Box Thinking. Chpt.3 Paradox of Success: Wrongful Convictions*, p.74 (New York: Penguin, 4)

⁵ *The Geography of Transport Systems. FOURTH EDITION.* Jean-Paul Rodriguez (2017), New York: Routledge, 440 pages. ISBN 978-1138669574.

⁶ Church, A. H., & Waclawski, J. (2001). *Designing and using organizational surveys: A seven-step process.*

Public policy, is the means by which governments attempt to reconcile the social, political, economic and environmental goals and aspirations of society with reality. These goals and aspirations change as the society evolves, and thus a feature of policy is its changing form and character. Policy has to be dynamic and evolutionary.⁷

PACE TULSA AGS FOUNDATION, often acquires a study area within the city of Tulsa, OK and begins a Transportation-Infrastructure Analysis (TIA) where geographic utility has been compromised.

SURVEY ANALYSIS

Transportation and economic development opportunities are compromised when the validity of a study is questioned. PACE TULSA AGS FOUNDATION uses “specificity-surveys” to connect with people. Surveys can be administered in many modes, including: online surveys, email surveys, social media surveys, paper surveys, mobile surveys, telephone surveys, and face-to-face interview surveys. For remote or hard-to-reach respondents, using a mixed mode of survey research may be necessary (e.g. administer both online surveys and paper surveys to collect responses and compile survey results into one data set.) “Specificity-surveys are a great way to engage your audience and get feedback from them. You can use online surveys in any number of ways, including to find out what topics your readers want to learn more about:

- Get product feedback
- Conduct market research
- Get customer service feedback
- Gauge employee satisfaction

The length of the study; the political bias of the study group; and the aim of the institution requesting the information from the study, greatly impact how decisionmakers trend public perceptions and stimulate interest and change. The anonymity of surveys allows respondents to answer with more candid and valid answers. To get the most accurate data, you need respondents to be as open and honest as possible with their answers. Surveys conducted anonymously provide an avenue for more honest and unambiguous responses than other types of research methodologies, especially if it is clearly stated that survey answers will remain completely confidential.

No other research method can provide this broad capability, which ensures a more accurate sample to gather targeted results in which to draw conclusions and make

⁷ et. al.

important decisions. Specificity-Surveys are relatively inexpensive to design. Online surveys and mobile surveys, in particular, have a very small cost per respondent.

Collect, aggregate, analyze, and report performance data using real statistics functions, real statistics multivariate functions, time series analysis functions, missing data functions, and real statistics data analysis tools which are all valuable notebooks when utilizing statistical tools for data collection and analysis.

Item analysis provides statistics on overall test performance and individual questions. This data helps you recognize questions that might be poor discriminators, conceptual analysis, comparative analysis, and content analysis is performed as soon as the available data set is complete. Uses for item analysis to improve questions for future test administrations. Item analysis, cross tabulations are calculated for each item of demographic variables, such as organization and job type.

1. Comparative analysis of the data from group to group was limited to comparisons between individual groups and the summary results; for example, the descriptive statistics of the entire organization.
2. Conceptual analysis and regression analysis is performed on complete data set(s) to assess the strength of correlations.
3. Content analysis is performed on open-ended survey items. And analyzed for major themes which are identified after the survey.

ABSTRACT

Crucial to the performance of media networks is their leadership that wants to play an important role within Public Transportation Policy campaigns.

This paper aims to compare execution of THE MODES OF THE PROVISIONING: OF SPECIFICITY-SURVEYS IN COMPARATIVE PERSPECTIVE utilizing empirical studies which may suggest alternative modes.

Private Network Participation as the source economy through “provisioning specificity-surveys” helps private organizations give insight to other interested participants:

Of Services: public-transportation sector, and with the participation of private networks.

An Aware Pedestrian course manuals assists crosswalk education advocates with understanding Learner Module System (LMS) environments, as they provide necessary framework to govern informal institutions. Stewardship; Provision; and Purchasing Authority, either public or private, implementing modular employment models; statistically verifiable, acquiring listener content.

Of Governance: public-policy sector, absent private network participation in the United States.

In any complex and chaotic system, including Artificial Intelligence systems, potential dangers include mismanagement, design vulnerabilities, accidents and unforeseen occurrences. These pose serious challenges to ensuring the security and safety of individuals, governments and enterprises. When an autonomous navigation system encounters a mistake in a line of code, the results could be fatal.

INTRODUCTION

Public or private? Although, this is an essential question for policy makers, there are very few studies in suburban neighborhood associations in the Tulsa, OK area that offer THE MODES OF THE PROVISIONING: OF SPECIFICITY-SURVEYS IN A COMPARATIVE PERSPECTIVE.

Hybrid-Governance in Publicly Financed Corporations

These neighborhood studies only focus on the description of environmental indicators without exploring the underlying reasons for geographic variance. The many geological/ geographical variations occur in our towns and neighborhoods, when public not only meets private, but blends with “hybrid governance.”

Hybrid-government sponsored entities tie with multi-stake holder management organizations and publicly financed corporations, to compete: in the international marketplace, federally chartered bodies with substantial private investment, and other combinations. In other words, public-sector skeletons with private-sector DNA.

Many of the most prominent state-owned enterprises, sovereign wealth funds (SWFs), and special economic zones (SEZs) exemplify elements of increasingly visible public-private fusion that goes beyond the traditional division of labor between public- and private-sector roles toward a more active... co-governance among them. ⁸

Informal social norms that influence pedestrian behavior, which might conflict with the formal rules; b) the risk of corruption of district commissioners, as the occasional exchanges between neighborhood association groups and the city planning commission occur in separate places in the city of Tulsa, OK. And physical contracts or planning projects based on penny sales-tax referendums can put the sector's performance indicators (e.g. detours, debris, business closings, vehicle damage, highimpact travel, crime.) The combination of economic inequality and political polarization threatens to amplify global risks, fraying the social solidarity on which

⁸ Parag Khanna is director of the Hybrid Reality Institute, senior research fellow at the New America Foundation, and visiting fellow of LSE IDEAS. His most recent book is *Hybrid Reality: Thriving in the Emerging Human-Technology Civilization* (coauthored with Ayesha Khanna). Soenke Ziesche, a researcher at the Hybrid Reality Institute, contributed to this article.

the legitimacy of our economic and political systems rests. New economic systems and policy paradigms are urgently needed to address the sources of popular disenchantment. The influence of several social actors; Zoning Boards; formal institutions such as the judiciary, NGO's, politicians and civilian society, which can sometimes be contradictory. For these reasons monitoring and incentive schemes (Public Safety Offices and Parks and Recreation Budgeting Offices) are particularly important Transportation Project Management. Whether Public or Private in order to all of the topics mentioned required a general understanding of: Policy and Planning; The Relevance of Transport Policy; Policy Instruments; Trends in Policy Development; and the Changing Nature of Policy Interventions.

GEOGRAPHY AND TECHNOLOGY IN SPECIFICITY SURVEY ANALYSIS

Geography

Public or Private? MODES OF THE PROVISIONING: OF SPECIFICITY-SURVEYS IN COMPARATIVE PERSPECTIVE studying neighborhoods thought to be geographically or technologically compromised. Design and conduct of questionnaires. The strengths and weaknesses for qualitative research of various question formats and questionnaire distribution and collection techniques, including online techniques. Analyzing qualitative responses in questionnaires and the limitations of using questionnaires in qualitative measure. Geography as an information-gathering technique used frequently in mixed-method research drawing on quantitative and qualitative data sources and analysis is extremely useful in specificity-survey data research and design.

Qualitative research seeks to understand the ways people experience events, places, and processes differently as part of a fluid reality, a reality constructed through multiple interpretations and filtered through multiple frames of reference and systems of meaning making. Rather than trying to measure and quantify aspects of a singular social reality, qualitative research draws on methods aimed at recognizing 'the complexity of everyday life, the nuances of meaning-making in an every-changing world and the multitude of influences that shape human lived experiences' (DeLyser et al. 2010, 6).⁹

Technology

Technology has rather obviously had an impact on the scales of human activity. "Human society is not organized into regular Spectral Units, but generally is arranged into nested hierarchies. Examples of nested hierarchy systems include govern-mental units; townships, counties, states, and nations; or census tracts, or

⁹ Herbert, S. (2012) 'A taut rubber band: theory and empirics in qualitative geographic research', In D. DeLyser, S. Herbert, S. Aitken, M. Crang and L. McDowell, eds, *The Sage Handbook of Qualitative Geography*, Los Angeles: Sage.

postal zones, or congressional districts, court jurisdictions, the system of central places, and many others. Therefore, it is common to have data aggregated in terms of these types of spatial units. If one is interested in examining the world by measuring scale dependent phenomena, when the data are organized into nested hierarchy systems, then it seems reasonable to let the hierarchical system define the scales.” Data Collection, Physical Measurements, Behavioral Observations and Archives, and Explicit Reports all contribute to understanding in a geographic study methodology.

Tulsans become interested in health and education programs where priority is given to planning policies necessary to achieve desired change and public safety actions. Planning policies issues related to: public safety; the environment; Real Id; driving license compliance; insurance-regulation; vehicle inspection standards; speed limits; mandating highway codes; and restrained/unrestrained injury are all effective controls utilized in strategic ways to overcome structural and policy deficiencies.

There are complications: humans are irrational, inconsistent, weak-willed, computationally limited and heterogeneous, all of which conspire to make learning about human values from human behavior a difficult (and perhaps not totally desirable) enterprise. However, these ideas provide a glimmer of hope that an engineering discipline can be developed around provably beneficial systems, allowing a safe way forward for Artificial Intelligence and Computational Analysis.

In seeking qualitative data, questionnaires aim not just at determining attitudes and opinions but at identifying and classifying the logic of different sets of responses, at seeking patterns or commonality or divergence in responses, and at exploring how they relate to concepts, structures, and processes that shape social life. This is no easy undertaking, and questionnaires struggle with the tensions of seeking explanation while being generally limited in their form and format to obtaining concise accounts.¹⁰

Hoggart, Lees, and Davies (2002) argue that the necessarily limited complexity and length of questionnaires prevent them from being used to explain action (since this requires us to understand people’s intentions), the significance of action, and the connections between acts. Compared with the depth of information developed through more intensive research methods such as in-depth interviews, focus groups, or participant observation, questionnaires may provide only superficial coverage.

Nonetheless, they go some way in the explanation in that they are useful for identifying regularities and differences and highlighting incidents and trends.¹¹

¹⁰ SurveyMonkey.com. 2013. ‘SurveyMonkey.com—create surveys. <http://www.surveymonkey.com>. This is a commercially available web-based interface for creating and publishing custom web surveys and then viewing the results graphically in real time.

¹¹ Hoggart, K., L. Lees, and A. Davies. 2002. *Researching Human Geography*. London: Arnold

PUBLIC TRANSPORTATION POLICY INTERVENTIONS IN SURVEY ANALYSIS

Public Transportation Policy interventions, are designed to change the environments of hostility, with the ultimate goal of preventing young people from beginning dangerous travel; acquiring unhealthy lifestyles and breaking the law. An Awareness and Education in Crosswalk Intersection Law reduces the likelihood that they will accelerate and solidify their dangerous travel; unhealthy lifestyles and lawless traffic patterns.

The activities associated with less progression, less consolidation, and experimental and ultimately lifetime habits show that dangerous travel; unhealthy lifestyles and breaking the law continues in the home, at school, at work, and in the community into adulthood amongst adolescents that are not properly taught transportation policies and traffic laws. However, quitting these behaviors...among adolescents and young adults is successful if attention is given to policies that thwart or reduce the likelihood of negatively acting out.

Randomized community trials and cohort studies support an association between enforcement of traffic-laws in dangerous travel; unhealthy lifestyles and breaking the law. Several decades of studies provide evidence that increasing attention to particular pedestrian-decisions and ongoing surveillance of use behaviors helps sustain feasibility of decision-making in adolescents and young adults monitoring procedures. Dangerous travel; unhealthy lifestyles and lawless patterns of behavior can be monitored to help evaluate success rates in: safety, fairness, and the rule of law, within public transportation policies in the United States.

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- ¹ Burke, W. W. (1994). Organization development: A process of learning and changing (2nd ed.). Reading, MA: Addison-Wesley.
- ² Daniel Kahneman, Thinking Fast and Slow (New York: Penguin, 2012)
- ³ Matthew Syed, Black Box Thinking. Chpt.3 Paradox of Success: Wrongful Convictions, p.74 (New York: Penguin, 2015)
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¹⁰ Hoggart, K., L. Lees, and A. Davies. 2002. Researching Human Geography. London: Arnold