NJCU
NEW JERSEY CITY UNIVERSITY

POSTER and ORAL PRESENTATION
BUSINESS RESEARCH SHOWCASE COMPETITION

Call for Posters and Oral Presentations

The fifth Business Student Research Showcase is scheduled for Thursday, April 25, 2019 in the Harborside 2 Skyline Room (and adjoining Room #232). Students are requested to submit research projects, presentations from a class project and/or individual capstone projects. Members of the NJCU community, alumni, friends, and the public are invited to attend. Invitations will go out to President Sue Henderson and the Provost of the University.

The showcase will celebrate the achievements of business students by highlighting the creativity of students engaged in research in their business courses, independent studies, and extra-curricular activities.

Best Presentation Award for Both Undergraduate Students and Graduate Students

The competition will consist of two separate categories: a poster presentation category and an oral presentation category (15 minute oral presentation, and 5 minutes question and answer period), and will include separate competitions for undergraduate students and graduate students. There will be a 1st place winner in both the poster presentation and oral presentation, with 2 runners-up in each category (2nd and 3rd place). Winners of the poster and oral presentation competition will be announced during the showcase. The presentations could be either a co-authored group presentation or a sole-authored (individual) presentation. Participants are permitted to compete in both categories, by submitting both 1 poster entry and making 1 oral presentation, if desired.

Important Note for Poster Competition Participants:

For students participating in the Poster Competition, please review the ***"Business Research Showcase Poster Guidelines"***, (attached along with this distribution).

Awards for best presentation:

- Best Oral Presentation: Grand Prize Winner (1st Place), and 2nd and 3rd place runners-up
- Poster Presentation: Grand Prize Winner (1st Place), and 2nd and 3rd place runners-up.

Special Award for Best Faculty Advisor:
When students submit their abstracts (either poster or oral completion), they will be asked the name of their faculty advisor. **Based on a rubric which (i) includes faculty participation in the fall 2018 showcase competition and the spring 2019 showcase competition as a faculty mentor, and (ii) incorporates both the number of faculty advisees and the advisees' placement in the competition, the School of Business will present an official plaque to the "*Faculty Mentor of the Year*".**

Benefits to Students Who Participate

Students will benefit from this showcase by gaining experience in public communication and interacting with the invited guests, judges, and many members and friends of the NJCU community. This will be a great networking opportunity! Additionally, participants will receive public recognition of their efforts, with the possibility that some students may wish to include successful entries as an item on their employment resume.

Instructions for Submission – Abstracts and Final Posters

ABSTRACTS SUBMISSION DATE: *All* abstracts (summarizing your oral presentation, poster presentation or both), should be submitted **no later than Friday, April 5, 2019**, and should be submitted electronically at https://docs.google.com/forms/d/e/1FAIpQLSfMmKZgOrcNZJzkYLq4lMDgfYWubuwT4UCmnNnJf1RF3qk4LA/viewform Click the link and follow the instructions for submitting an abstract. The author (or authors, if a co-authored work) should submit the abstract. All abstracts should be less than 500 words. All presenters should be identified through the submission. The title of the presentation should be included in the abstract. The Business and Economics Research Committee will send you a receipt for your submission; if you don't receive the receipt, please contact the committee co-chair at mbell@njcu.edu

FINAL POSTERS SUBMISSION DATE: Final posters should be submitted **no later than Monday, April 15, 2019.**

FINAL ORAL PRESENTATION FILE SUBMISSION DATE: no later than Monday, April 15, 2019

Summary:

- Abstract Submission Deadline (Posters and oral presentations): Friday, April 5, 2019
- Completed Poster Submission: Monday, April 15, 2019.
- Completed Oral Presentation File Submission: Monday, April 15, 2019.

Acceptance Notification

Accepted presentations will be notified no later than Friday, April 5, 2019 at 11:59 p.m. (EST).

Other important Dates

- Poster Presentation Competition: Thursday, April 25, 2019: (3:00-4:00 p.m.)
- Oral Presentation Competition: Thursday, April 25, 2019: (12:30-2:50 p.m.)
- Awards Ceremony: Thursday, April 25, 2019: (5:30-6:30 p.m.)

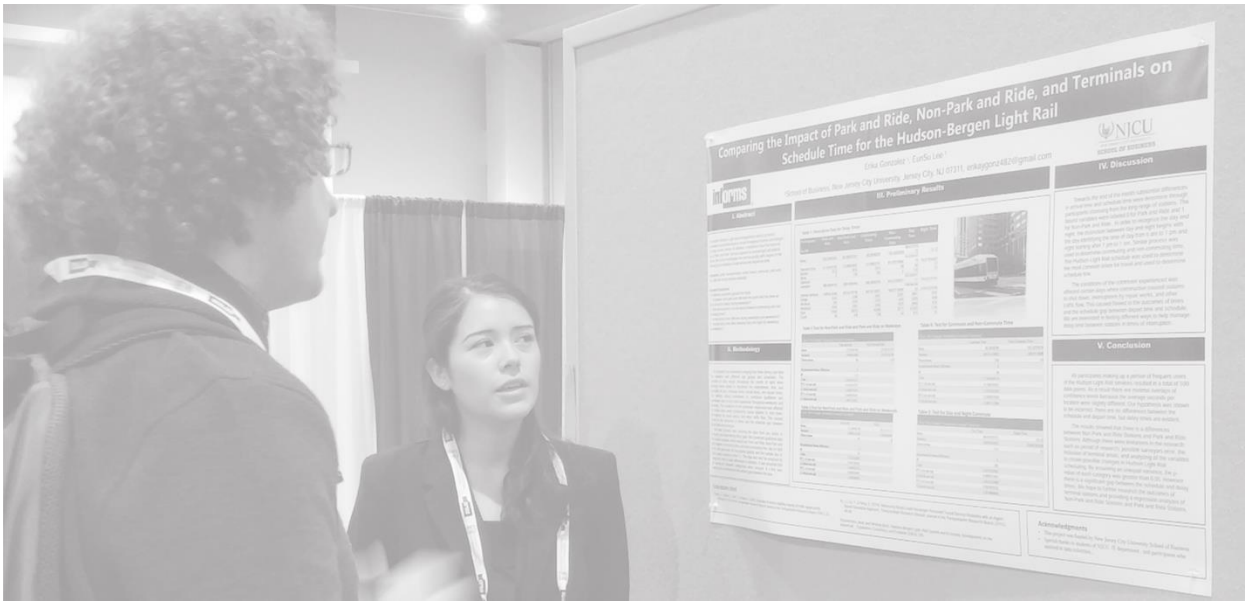
Contact Information

You can contact the Business Student Research Showcase Committee if you have any questions.

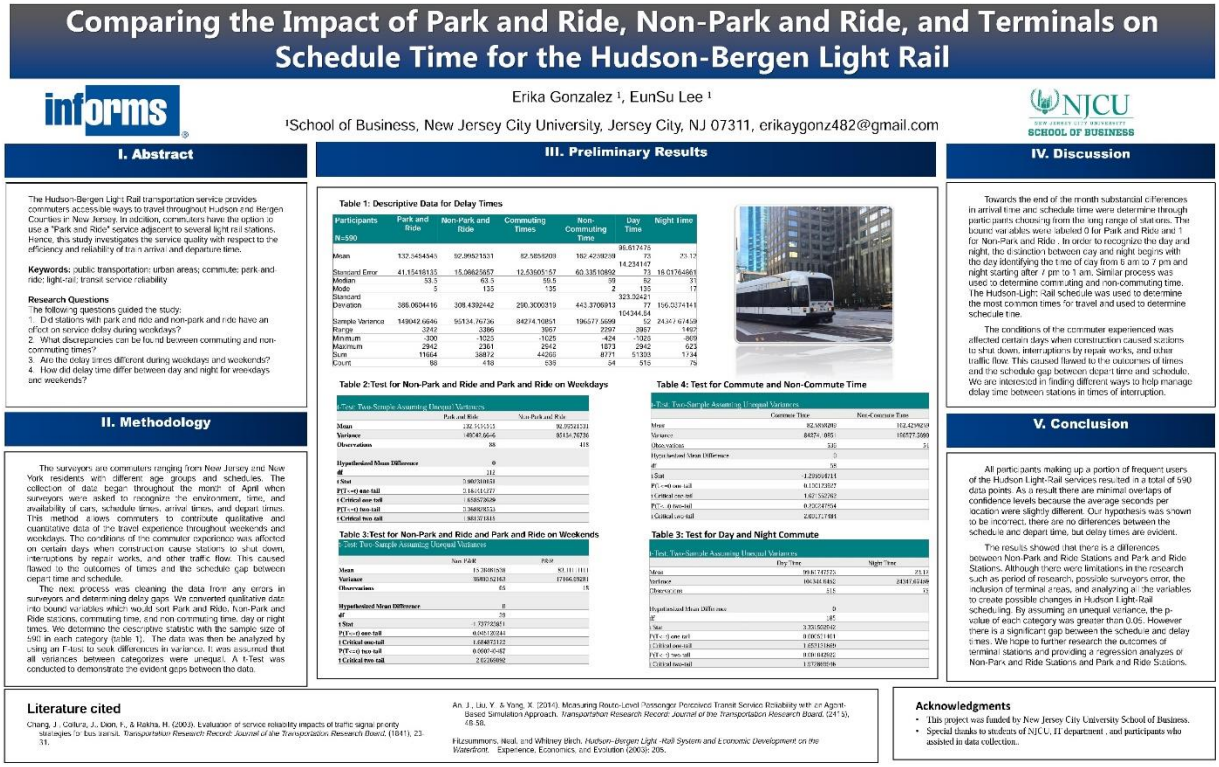
- Michael Bell: mbell@njcu.edu
- EunSu Lee: Elee3@njcu.edu
- Jorge Medina: JMedina7@njcu.edu
- Li Xu: LXu@njcu.edu
- Prashanth Ravula: PRAVULA@njcu.edu

Further Information

Poster Session will be displayed at the Skyline conference room from 1:00 to 6:30 p.m. The competition participants should be present for the show at 2:50 p.m.; the jurors will visit each poster and ask questions. The posters will be taken down at 6:30 p.m. after the awards ceremony.



Sample: Poster (3 feet ×2 feet)



Comparing the Impact of Park and Ride, Non-Park and Ride, and Terminals on Schedule Time for the Hudson-Bergen Light Rail

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I. Abstract

The Hudson-Bergen Light Rail transportation service provides commuters accessible ways to travel throughout Hudson and Bergen Counties in New Jersey. In addition, commuters have the option to use a "Park and Ride" service adjacent to several light rail stations. Hence, this study investigates the service quality with respect to the efficiency and reliability of train arrival and departure time.

Keywords: public transportation: urban areas; commute; park and ride; light-rail; transit service reliability

Research Questions

The following questions guided the study:

1. Did stations with park and ride and non-park and ride have an effect on service delay during weekdays?
2. What discrepancies can be found between commuting and non-commuting times?
3. Are the delay times different during weekdays and weekends?
4. How did delay time differ between day and night for weekdays and weekends?

II. Methodology

The surveyors are commuters ranging from New Jersey and New York residents with different age groups and schedules. The collection of data began throughout the month of April when surveyors were asked to recognize the environment, time, and availability of cars, schedule times, arrival times, and depart times. This method allows commuters to contribute qualitative and quantitative data of the travel experience throughout weekends and weekdays. The conditions of the commuter experience was affected on certain days when construction cause stations to shut down, interruptions by repair works, and other traffic flow. This caused flawed to the outcomes of times and the schedule gap between depart time and schedule.

The next process was cleaning the data from any errors in surveyors and determining delay gaps. We converted qualitative data into bound variables which would sort Park and Ride, Non-Park and Ride stations, commuting time, and non commuting time, day or night times. We determine the descriptive statistic with the sample size of 590 in each category (table 1). The data was then be analyzed by using an F-test to seek differences in variance. It was assumed that all variances between categories were unequal. A t-Test was conducted to demonstrate the evident gaps between the data.

III. Preliminary Results

Table 1: Descriptive Data for Delay Times

Participants N=590	Park and Ride	Non-Park and Ride	Commuting Times	Non-Commuting Time	Day Time	Night Time
Mean	132.5454545	92.99521531	82.5859209	102.4239239	96.6174776 73 14.234107	23.13
Standard Error	41.15416135	15.08625657	12.53605157	60.33510892	73	18.01764961
Median	53.5	63.5	59.5	59	52	11
Mode	5	135	135	2	135	17
Standard Deviation	386.0604416	308.4392442	280.3006319	443.3706913	323.32421 77 104344.84	156.0374141
Sample Variance	149042.6646	95134.76736	84274.70851	196577.5699	52	24347.674159
Range	3242	3396	3067	2297	3967	1497
Minimum	-300	-1025	-1025	-424	-1025	-809
Maximum	2942	2361	2042	1873	2942	623
Sum	11664	38872	44266	8771	51303	1734
Count	88	418	535	54	515	75

Table 2:Test for Non-Park and Ride and Park and Ride on Weekdays

t-Test: Two-Sample Assuming Unequal Variances

	Park and Ride	Non-Park and Ride
Mean	132.5454545	92.99521531
Variance	149042.6646	95134.76736
Observations	88	418
Hypothesized Mean Difference	0	
df	112	
t Stat	2.980381651	
P(T<=t) one-tail	0.1811112777	
t Critical one-tail	1.658228609	
P(T<=t) two-tail	0.3622225553	
t Critical two-tail	1.981567411	

Table 3:Test for Non-Park and Ride and Park and Ride on Weekends

t-Test: Two-Sample Assuming Unequal Variances

	Non-Park and Ride	Park and Ride
Mean	15.2698638	85.111 1111
Variance	39810.62163	37866.09281
Observations	454	18
Hypothesized Mean Difference	0	
df	20	
t Stat	-1.737728811	
P(T<=t) one-tail	0.049128241	
t Critical one-tail	1.684875122	
P(T<=t) two-tail	0.0982-0.482	
t Critical two-tail	2.085963092	

Table 4: Test for Commute and Non-Commute Time

t-Test: Two-Sample Assuming Unequal Variances

	Commute Time	Non-Commute Time
Mean	92.5859209	102.4239239
Variance	84274.70851	196577.5699
Observations	535	54
Hypothesized Mean Difference	0	
df	58	
t Stat	-1.2995491	
P(T<=t) one-tail	0.1001	
t Critical one-tail	1.67155	
P(T<=t) two-tail	0.2002	
t Critical two-tail	2.001	

Table 3: Test for Day and Night Commute

t-Test: Two-Sample Assuming Unequal Variances

	Day Time	Night Time
Mean	99.8174776	23.13
Variance	108344.8442	24347.674159
Observations	515	75
Hypothesized Mean Difference	0	
df	105	
t Stat	3.3515658	
P(T<=t) one-tail	0.0005	
t Critical one-tail	1.6571	
P(T<=t) two-tail	0.00	
t Critical two-tail	1.9	

IV. Discussion

Towards the end of the month substantial differences in arrival time and schedule time were determine through participants choosing from the long range of stations. The bound variables were labeled 0 for Park and Ride and 1 for Non-Park and Ride . In order to recognize the day and night, the distinction between day and night begins with the day identifying the time of day from 6 am to 7 pm and night starting after / pm to 1 am. Similar process was used to determine commuting and non-commuting time. The Hudson-Light- Rail schedule was used to determine the most common times for travel and used to determine schedule time.

The conditions of the commuter experienced was affected certain days when construction caused stations to shut down, interruptions by repair works, and other traffic flow. This caused flawed to the outcomes of times and the schedule gap between depart time and schedule. We are interested in finding different ways to help manage delay time between stations in times of interruption.

V. Conclusion

All participants making up a portion of frequent users of the Hudson Light-Rail services resulted in a total of 590 data points. As a result there are minimal overlaps of confidence levels because the average seconds per location were slightly different. Our hypothesis was shown to be incorrect, there are no differences between the schedule and depart time, but delay times are evident.

The results showed that there is a differences between Non-Park and Ride Stations and Park and Ride Stations. Although there were limitations in the research such as period of research, possible surveyors error, the inclusion of terminal areas, and analyzing all the variables to create possible changes in Hudson Light Rail scheduling. By assuming an unequal variance, the p-value of each category was greater than 0.05. However there is a significant gap between the schedule and delay times. We hope to further research the outcomes of terminal stations and providing a regression analyzes of Non-Park and Ride Stations and Park and Ride Stations.

Literature cited

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Acknowledgments

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