Dynamic Traffic Assignment (DTA)

“DTA is now well heard, but still not well understood”

Amanda M. Johnson, PE
Trip Assignment and Distribution

• What is a “trip”?
  – Used in traffic studies
  – Vehicle route
  – Origin to Destination
  – Does not include “return trip”

• Goal is to add trips to the roadway network
  – Proposed trips due to new development
  – Redistributed existing trips due to network change
  – Combination of both
Trip Assignment and Distribution

- Gates and Zones
- Trip Matrices
- Conventional Method
  - By Hand/Excel
  - TRAFFIX/ other software
Need for Dynamic

- Traffic networks are not static
- Driver routes may vary throughout the hour: behavior & congestion
- Often are distributing before knowing capacity constraints
- Large networks
Driver Behavior and Congestion
Dynamic Traffic Assignment (DTA)

- Must validate/calibrate the model to existing data
- Uses impedance to determine desirable routes
- Many dynamic models
- Equilibrium model

*O = Origin
D = Destination
Equilibrium Model
Static vs. Dynamic

Static Assignment

- To newly generated vehicles
  - Pre-defined shortest path

Dynamic Assignment

- To newly generated or enroute vehicles
  - Updated traffic condition
    - Updated shortest path
      - Instantaneous shortest path
Static vs. Dynamic

- **Static Assignment**
  - Speed, density, and queues are not directly considered
  - One solution
  - Based on FIFO
  - No representation of individual lanes
  - All travelers for same O-D pair experience same travel time

- **Dynamic Assignment**
  - If link outflow < link inflow, travel time increases due to queues and density
  - Iterative process to determine solution
  - Not all based on FIFO
  - Individual lanes are considered
  - All travelers for same O-D pair for **same departure time** experience same travel time
Software

- Paramics
- Visum
- TransCAD
- Cube
Dynamic Traffic Assignment

- **Advantages**
  - More realistic traffic assignments
  - Automatic assignments save time from manually assigning
  - Evaluate different roadway situations
    - Lane closures
    - Tolls
    - New roadways
    - New developments

- **Disadvantages**
  - Iterative process
  - Takes time to set up and check the network
  - Network must be accurate to achieve best assignment
Dynamic Traffic Assignment

• Best to use on large, complex networks
  – City-wide modeling and planning
  – Traffic management for short- or long-term disruptions
  – Downtown traffic management and street configurations
  – Managed lanes
  – HOV or HOT lanes
  – New interchange
  – Tolling facilities

• Not good for simple TIA’s
Project Experience

Fishers, Indiana

Westfield, Indiana
I-69 in Fishers, Indiana

VISUM with Interchange

VISUM without Interchange
References

Questions?

• Amanda Johnson, PE
  American Structurepoint Inc.
  ajohnson@structurepoint.com