Dynamic Traffic Assignment Resolution

presented to
Full MTF

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Resolution

- The DTA resolution is passed by the Advanced Traffic Assignment (ATA) subcommittee under the Model Advancement Committee during its meeting on Wednesday, December 5, 2012. The ATA has identified that:

Resolution


1. DTA is consistent with the mission statement of the Model Advancement Committee;

Resolution


- DTA is not intended to replace existing static models at this time, but will supplement existing travel forecasting models since DTA is a fine-grained approach, which correlates better with performance measures describing congestion e.g. speed, density or queue;

Resolution


- DTA models traffic dynamics and traveler behaviors more accurately using disaggregate time-variant matrices and offers better modeling of traffic congestion effects including queues and spill back on transportation networks and alternative solutions to these effects;

Resolution


- DTA models capture travel behavior through travel behavior models that are sensitive to the policy variables of interest such as capacity, pricing and information systems;

Resolution


- DTA is pivotal in modeling incident management and non-recurrent events such as evacuation and construction zones;

Resolution


- There is a need to provide training on DTA applications and its uses. The need for training was identified in the survey taken at the Model Task Force (MTF) meeting in 2010.

Resolution


Therefore, Advanced Traffic Assignment (ATA) sub-committee requests the Model Task Force (MTF) to pass a resolution on the support and use of Dynamic Traffic Assignment (DTA) procedures in conjunction with static modeling and endorse a training program and support system for DTA.