

VALIDATION AND MAINTENANCE OF A 24/7 REAL TIME SIMULATION MODEL

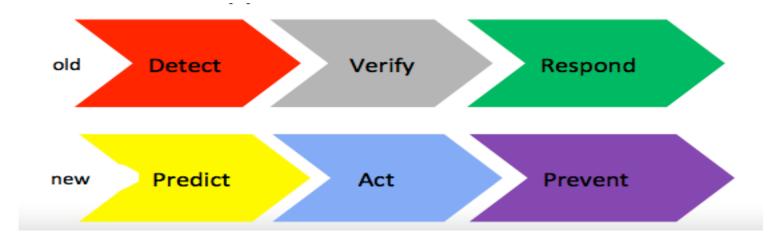
15th TRB Applications Conference May 18th, 2015





ICMS Innovation

Paradigm shift to more pro-active traffic management method, making use of prediction tools, on-line micro simulation and improved decision support





Decision Support System Evolution

Response Plan Evaluation Multi Layer **Event Response Inventory + Prediction Analysis** Suite Corridor MOE **{0.00, -13.28, 11.14, 1.19, 7.81, 2.2} Business Rules** Recommended **Engine** Response



Not used

Action Plan 2

Plan

Ramp

· Action Plan 1

Action Plan 3
 Action Plan 4

Traveler

Information

· Action Plan 1

Action Plan 3

Transit

Action Plan 2

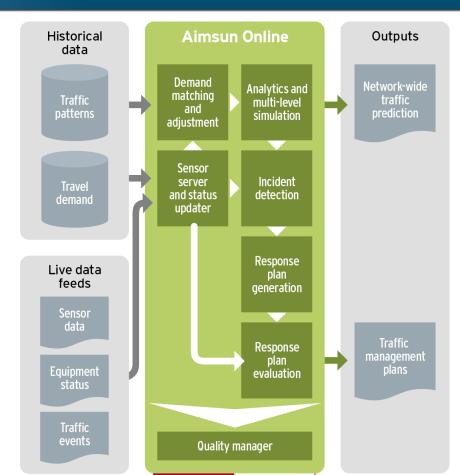
Traffic Signal

Action Plan 2

Action Plan 4

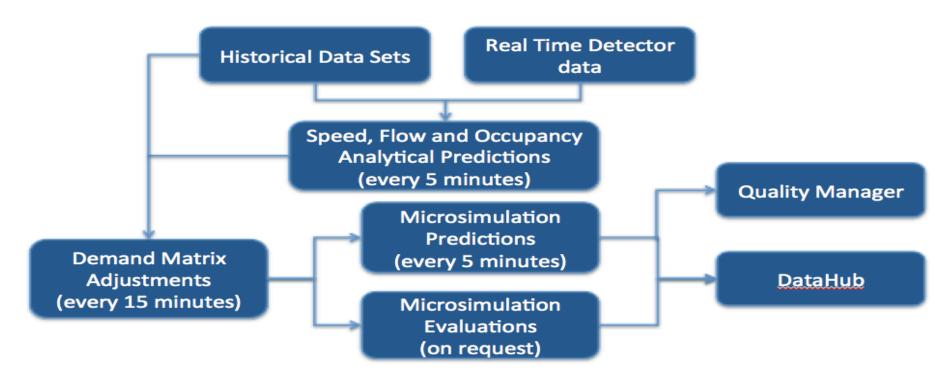


Aimsun Online Architecture



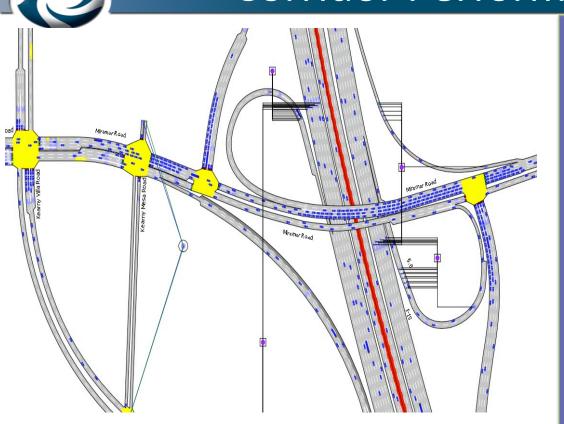


Network Prediction System





Corridor Performance Needs



Measures

- Intersection
- Ramp Meter
- Express Lanes
- Sections
- Transit
- Routes

Targets (within 15%)

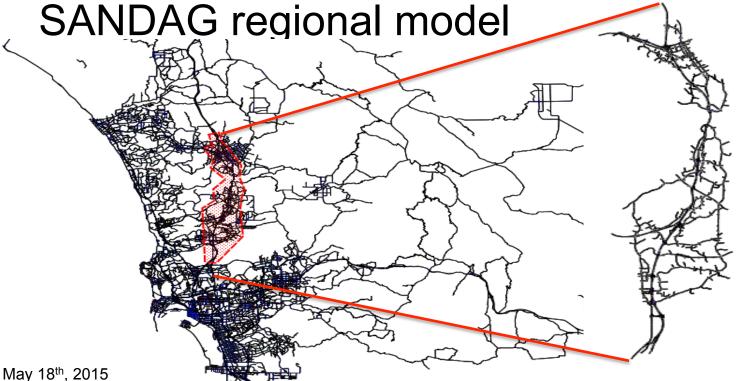
- 0-15 minutes 92%
- 15-30 minutes 80%
- 30-60 minutes 40%





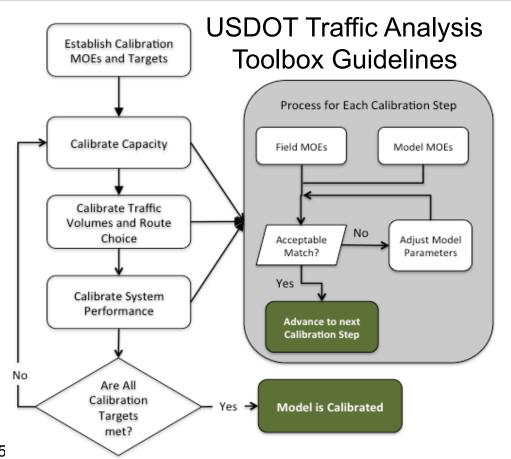
The integrated approach

I-15 ICM Macro model imported from





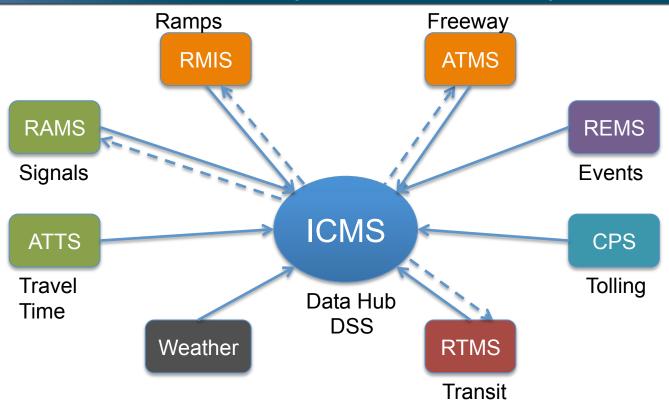
Offline Model Calibration







Data Inputs and Outputs







Offline Model Validation

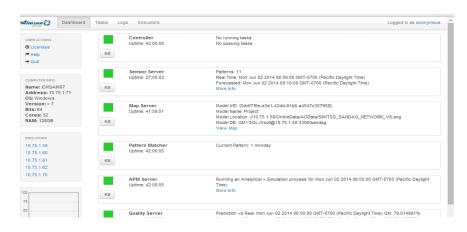
MOE Criteria	Calibration Acceptance Targets			
Capacity (Model versus Observed)				
Lane Capacity (veh/hr)	Within 15% for >85%			
Visual Audit	Visual acceptance of bottleneck development to analyst's			
	satisfaction			
Hourly Traffic Volumes (Model versus Observed)				
>2,000 veh/hr	Within 15% of field flow for >85% of all cases			
750 – 2000 veh/hr	Within 15% of field flow for >75% of all cases			
<750 veh/hr	Within 15% or under 150 veh/hr field flow for >75% of all cases			
Sum of all link flows	Within 5% of sum of all link counts			
System Performance	·			
Journey Times, Network	Within 15% of observed travel times for >85% of all cases			
Speed Contours	Visually acceptable freeway based speed contour comparison t			
	SANDAG's satisfaction			
Individual Link Speeds	Visually acceptable speed-flow relationship to SANDAG's			
	satisfaction			
Bottlenecks	Visually acceptable queuing to SANDAG's satisfaction			





24/7 Model

- 11 Day Patterns
 - Weekdays
 - Holidays
 - Rainy Days
 - Special events
- 15 Minute data sets
- Runs every 5 minutes



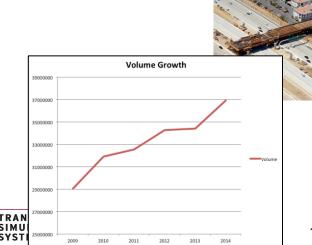
Aimsun Online Dashboard



Maintaining the Model

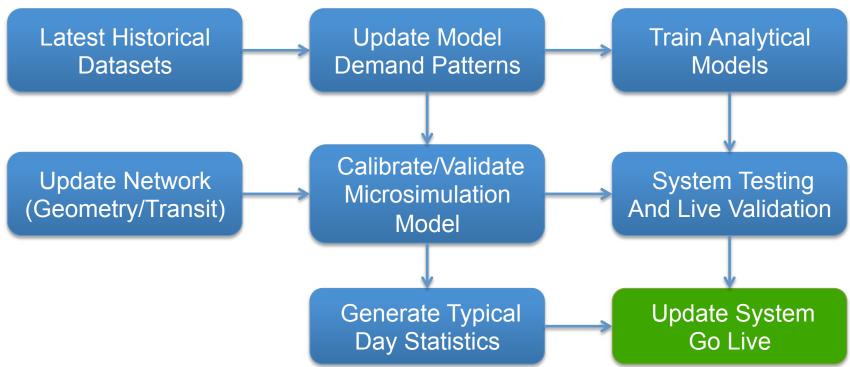
Reasons for Model Updates

- Change in travel patterns and demands;
- New Infrastructure;
- New ITS systems;
- New Public Transit;
- New Developments;





Maintenance Flow

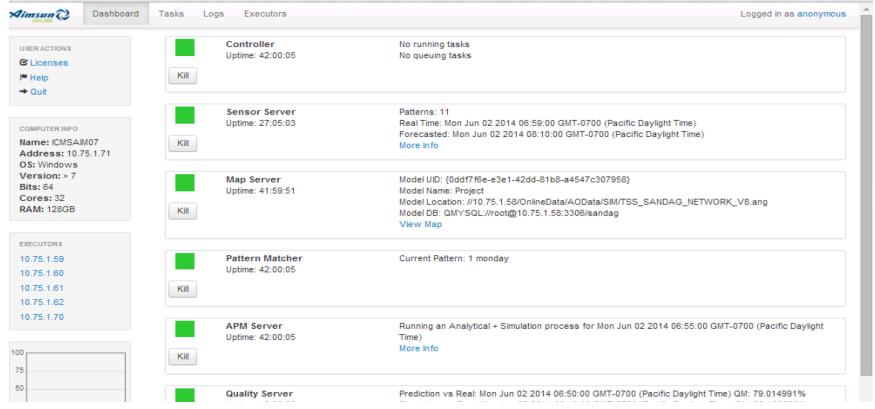




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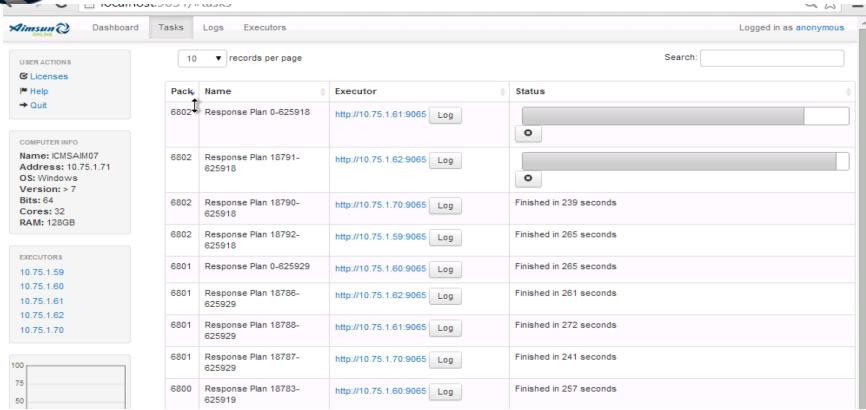


Aimsun Online Dashboard





Status/Progress Tracker





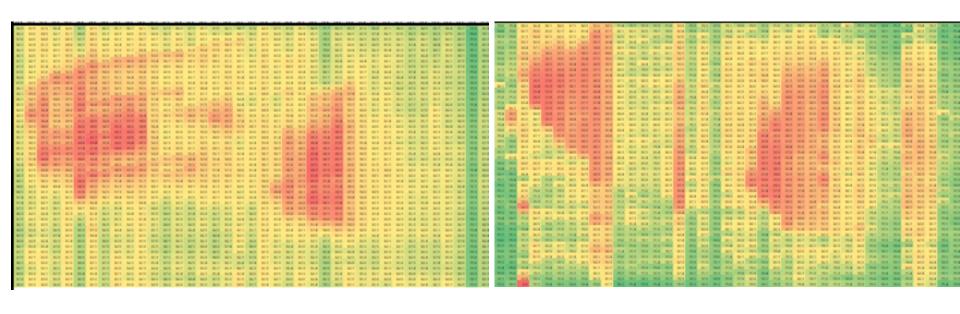
Real Time Validation Data

- Speed
- Count (with 15%; R^2; Slope)

Simulation Time	Global QM	QM 15 minutes	QM 30 minutes
2015-05-11T15:05:00.000Z	68.034359	66.187873	74.41322
2015-05-11T15:00:00.000Z	66.058729	62.885971	70.875246
2015-05-11T14:55:00.000Z	66.479892	61.04637	66.763813
2015-05-11T14:50:00.000Z	67.594314	66.812881	67.1158
2015-05-11T14:45:00.000Z	66.077082	67.866841	64.101629



Speed Contours



Real Data

VS

Predicted Data

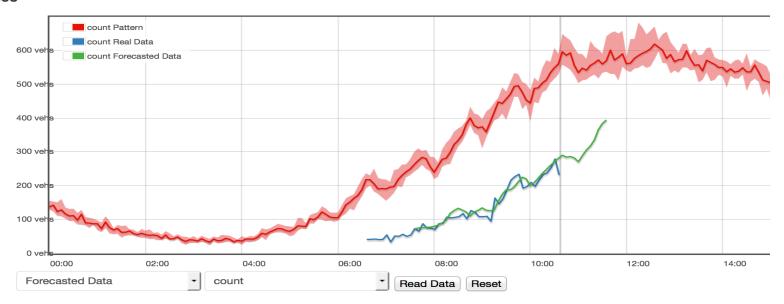




Real Time VDS Tracking

Sensor Server – Live Detector Quality

243906







Questions

Matthew Juckes

Transportation Simulation Systems, Inc., Senior Project Manager
20 West 22nd Street, Suite 612
New York, NY 10010

+1-917-515-3830, matthew.juckes@aimsun.com

Alex Torday

Transportation Simulation Systems, Pty Ltd, Managing Director +61 (0)2-9299-8598, alex.torday@aimsun.com

Laura Torres

Transportation Simulation Systems, Sl., Consultant

laura.torres@aimsun.com

