## TABLE OF CONTENTS

Page

ACKNOWLEDGEMENTS ..... ii

LIST OF TABLES ..... v

LIST OF FIGURES ..... vi

LIST OF ABBREVIATIONS ..... vii

Chapter

I. INTRODUCTION ..... 1

- Background ..... 1
- Motivation ..... 2
- Objectives and overview of the approach ..... 4
- Structure of the thesis ..... 6

II. LITERATURE REVIEW ..... 7

- Introduction ..... 7
- User Equilibrium Models ..... 8
- System Optimal Models ..... 10
- Multiple User Class Models ..... 12
- Dynamic Message Sign ..... 13
  - Information Strategies for Dynamic Message Signs ..... 15
- Summary ..... 21

III. A FRAMEWORK AND ALGORITHM FOR DYNAMIC USER CLASS EQUILIBRIUM MODELS ..... 22

- Overview ..... 22
- Background ..... 23
- Dynamic User Class Model ..... 27
  - Dynamic User Class Equilibrium ..... 27
  - Formulation ..... 30
- Algorithm Overview and Description ..... 36
  - Algorithm Overview ..... 36
  - Algorithm Description ..... 36
  - Justification of Algorithm ..... 38
- Applications of the Dynamic User Class Framework ..... 39

Coordination between pre-trip and DMS information....39
Switching pre-trip UE and en-route SO equilibrium....41
Summary....42

IV. PREDICTED AND CONSISTENT DYNAMIC MESSAGE SIGN STRATEGY ...43

Introduction....43
Background....44
Predicted versus Prevailing Information....44
Coordination between Pre-trip and DMS Information....45
Consistency of Information....48
Solution Procedure....50
Coordination....51
Consistency....52
Algorithm....52
Experimental Design....53
Simulation Model....54
Network Structure....54
Experimental Factors and Levels....54
Computational Tests....56
Impact of Prediction....58
Impact of Coordination....58
Impact of Consistency Alone....59
Impact of Coordination and Consistency....60
Effect of pre-trip versus pre-trip and en-route information....61
Role of Incident Attributes on System Performance....62
Assumptions....64
Summary of Results....65

V. CONCLUSIONS....66

Overview....66
Results....67
Directions for future research....67

REFERENCES....69

## LIST OF TABLES


Table Page

2.1 Review of Currently used DMS strategies....20

4.1 Impact of Prediction on Freeway and Arterial Travel Time....58

4.2 Impact of Coordination (Moderate Congestion)....59

4.3 Impact of Coordination (High Congestion)....60

4.4 Impact of Consistency (Moderate Congestion)....60

4.5 Impact of Consistency (High Congestion)....61

4.6 Impact of Consistency and Coordination....61

4.7 Comparison of pre-trip vs pre-trip and en-route....62

4.8 Impact of Incident location....63

4.9 Impact of Incident Start Time....63

4.10 Impact of Incident Duration....64

4.11 Impact of Incident Severity....64

## LIST OF FIGURES

Figures Page

4.1 A small 4 link network .....46

4.2 Fort Worth Network – Dallas .....57

## LIST OF ABBREVIATIONS

| | |
|---|---|
| ATIS | Advanced Traveler Information Systems |
| BRUE | Boundedly Rational User Equilibrium |
| DMS | Dynamic Message Signs |
| DTA | Dynamic Traffic Assignment |
| DUC | Dynamic User Class Equilibrium |
| DUE | Dynamic User Equilibrium |
| DYNASMART | Dynamic Network Assignment Simulation Model for Advanced Road Telematics |
| FIFO | First-in First-Out |
| ISTEA | Intermodal Surface Transportation Efficiency Act |
| ITS | Intelligent Transportation Systems |
| IVD | In-Vehicle Devices |
| MSA | Method of Successive Averages |
| MUC | Multiple User Class |
| O-D | Origin-Destination |
| PCDMS | Predicted, Consistent and Coordinated Dynamic Message Sign Strategy |
| RH | Rolling Horizon |
| SO | System Optimal |
| SP | Shortest Path |
| SUE | Stochastic User Equilibrium |
| TSM | Transportation System Management |

| | |
|---|---|
| TDM | Travel Demand Management |
| TDUE | Time Dependent User Equilibrium |
| TDSO | Time Dependent System Optimal |
| UE | User Equilibrium |
| UTC | Urban Traffic Control |