

Synopsis of Pilot Testing Scenario

Organization: Georgia Regional Transportation Authority (GRTA)

Description of transportation network managed by GRTA

GRTA has jurisdiction over the following 13 Metropolitan Atlanta counties that have been designated nonattainment for ozone and particulate matter under the Federal Clean Air Act standards: Cherokee, DeKalb, Forsyth, Henry, Clayton, Douglas, Fulton, Paulding, Cobb, Fayette, Gwinnett, Rockdale, and Coweta.

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Performance measures GRTA already obtains and uses in its annual performance reporting

- Recurring Delay
- Non-Recurring Delay
- Extent of Congestion - Spatial
- Extent of Congestion – Temporal
- Travel Time - Facility
- Travel Time – Trip
- Speed
- Incident Duration
- Customer Satisfaction
- Throughput - Vehicle
- Throughput – Person
- Travel Time – Reliability (Buffer Time Index)

Brief description of the pilot test: locations, types of facilities, data requirements, data collection techniques, and anticipated dates of data collection (or dates of archived data) as appropriate.

This data collection effort is part of the annual Transportation MAP Report, which set baselines and targets for use in tracking the overall performance of the transportation system in Metropolitan Atlanta. To access this report online, see <http://www.grta.org> under the “Mobility” section.

Freeway system travel time and traffic volumes measurements are generated using archived data from the Georgia DOT’s NaviGator system. The Metropolitan Atlanta freeway network covered by the Georgia NaviGator system is split into 16 bidirectional segments. Coverage is determined by the functioning NaviGator infrastructure across the Metropolitan Atlanta freeway system as depicted on Figure 1 on page B-2. Travel times are computed for roadway segments on the freeway network only. Arterial and local roads are not included in the computations due to the unavailability of data for those roadways. Travel times are generated for two 4-hour periods covering the morning and evening peak periods for each day. An average travel time value is obtained for each 15-minute period during these four hours. Weekdays and weekends are separated out for the computations. Holidays are not included in the computations. The speed data is averaged over all lanes (including HOV) for a given station to obtain a single value (speed and volume) for each station. These stations are typically 1/3 of a mile apart.

Figure 1: NaviGator Video Detection Coverage for Metropolitan Atlanta

