

2013 CENTRAL EMPLOYMENT CORE CORDON COUNT OF VEHICULAR AND PASSENGER VOLUMES

C. Patrick Zilliacus
Regional Bus Subcommittee – Jan. 28, 2014

When

- March through June 2013
- Tuesdays, Wednesdays and Thursdays only
- Holidays avoided
- 5:00 A.M. to 10:00 A.M. inbound only

Where

- Two cordon lines
- Traditional cordon line from 1970s through 2013 (originally established as the max load points on transit system after 1968 bus survey)
- Revised cordon line, first count 2013
- Cordon expanded to include “new” employment that has and will happen between 1975 and 2020

What

- All wheeled traffic at each station
- Including bike traffic
- Transit buses were checked individually
- Mostly by COG/TPB, but WMATA conducted the counts at the Pentagon Bus Station
- Metrorail by WMATA
- MARC, VRE, MTA, PRTC and Loudoun Co. by the respective agencies
- This project does not count pedestrians

“Transit Bus” categories and number of buses counted

- WMATA Metrobus (2,357)
- Fairfax Connector (35)
- Circulator (158)
- ART (179)
- DASH (34)
- *Includes buses that were counted at both cordons, so there is some double-counting in numbers above*

Transit Bus checking methodology

- All buses checked at each count station
- COG/TPB checked at most stations, except the Pentagon – buses there were checked by WMATA staff



Checking 16Y bus arriving in 1900 block of E Street, N.W.

03 05 2013

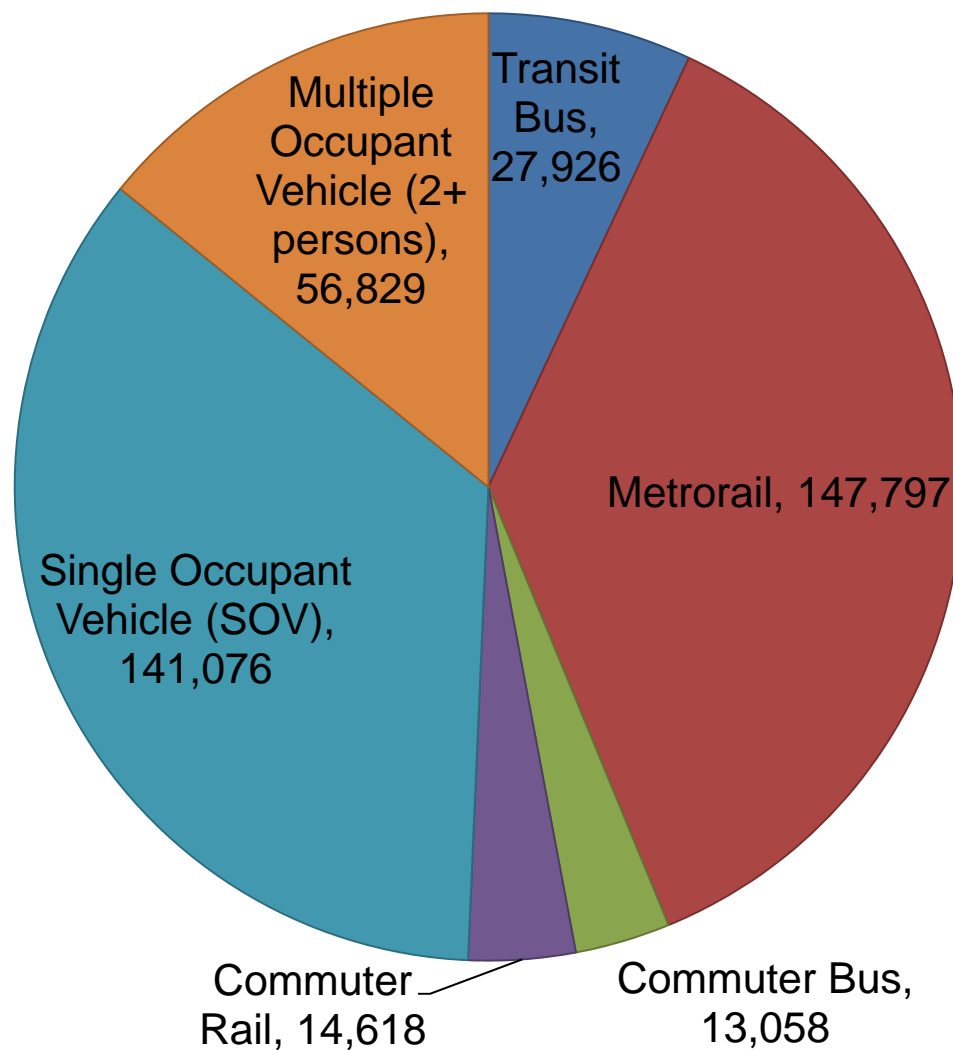
“Commuter Bus”

- All buses crossing D.C. count stations represent service operated under contract to Maryland Transit Administration
- Virginia sectors are mostly PRTC and Loudoun County Commuter Express
- All Virginia service is in I-66 and I-395 corridors – a load factor is computed from reported loads, and then applied to all buses (except transit buses)

Modal Shares to D.C. part of cordon only (6:30 to 9:30)

- D.C. Stations plus bridge crossings from Virginia
- **Transit bus 7% (Metrobus, Circulator); up from 5% in 2006**
- Metrorail 37%; 38% in 2006
- **Commuter Bus 3%; 2% in 2006**
- Commuter Rail 4%; 2% in 2006
- SOVs 35%; 40% in 2006
- Car-pooling 14%; 13% in 2006

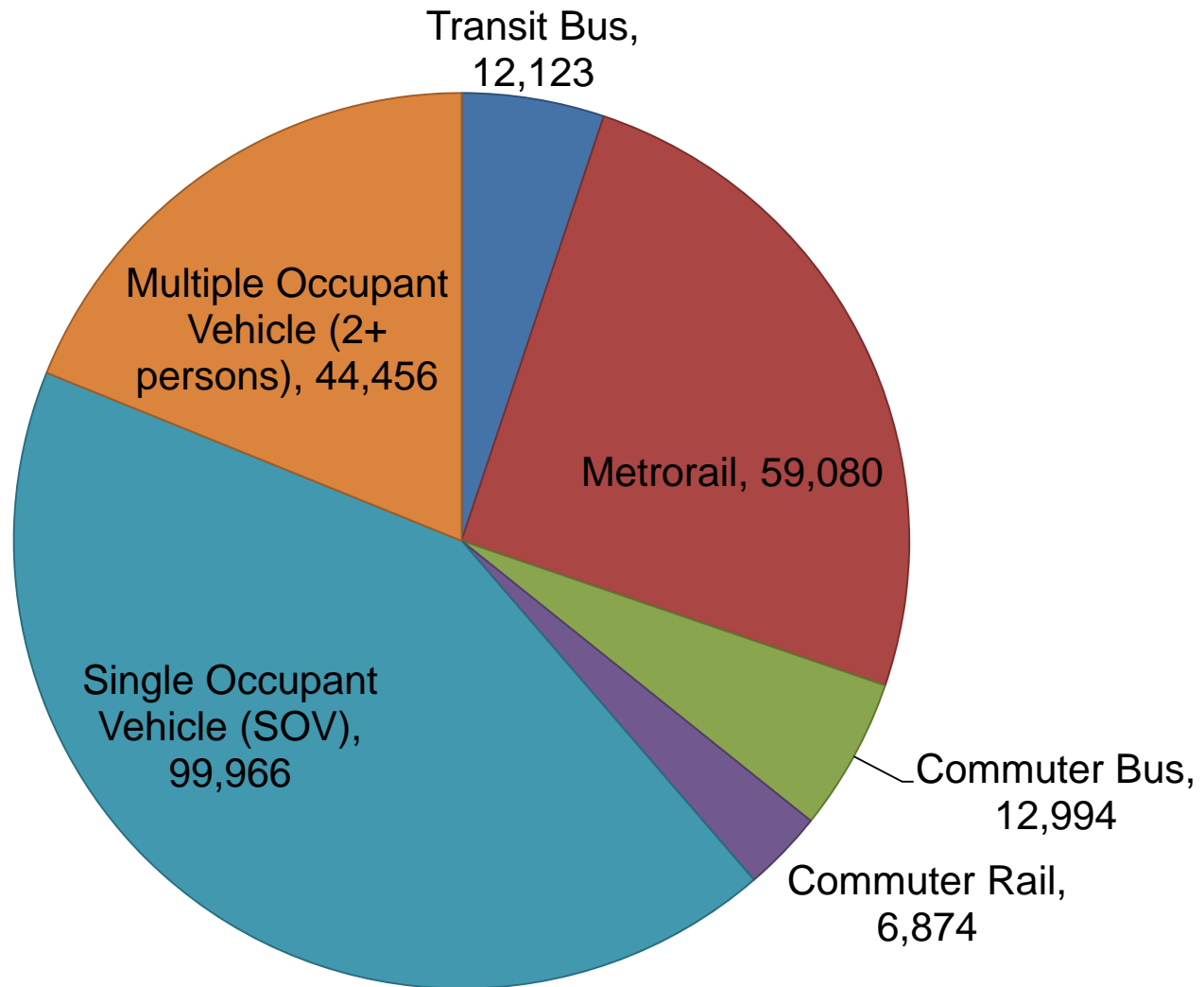
Person Trips to D.C. Sectors by Mode (2013) 6:30-9:30



Modal Shares to Arlington part of cordon only (6:30 to 9:30)

- Virginia stations plus bridge crossings from D.C.
- **Transit bus 5% (Metrobus, ART, DASH, Fairfax Connector); up from 3% in 2006**
- Metrorail 25%; 26% in 2006
- **Commuter Bus 6%; 2% in 2006**
- Commuter Rail 3%; 3% in 2006
- SOVs 42%; 46% in 2006
- Car-pooling 19%; 21% in 2006

Person Trips to Va. Sectors by Mode (2013) 6:30-9:30



Results (6:30 to 9:30) 2009 to 2013

- Person trips decreased by about 17,000
- Transit – little change in Metro patronage – overall, not much change in absolute terms – transit modal share up from 45% to 47%
- Trips by car-pooling down by over 16,000 trips, modal share down from 19% to 16%
- SOV modal share unchanged at about 37%
- About 11,000 fewer trips crossing the revised cordon – due largely to less patronage on Orange Line at revised count station

Selected stations - bus vs. auto traffic (5 A.M. to 10 A.M.) in 2013

1975-2013 Cordon Count Stations	Transit Buses	Transit Bus Patrons	"Other" Buses	Commuter Bus Patrons	Total Bus Riders	Autos	Auto Passengers
Massachusetts Avenue, N.W.	53	1,314	33	0	1,314	5,020	4,331
Connecticut Avenue, N.W.	86	2,949	20	0	2,949	6,199	5,099
16th Street, N.W.	120	5,032	40	873	5,905	4,681	5,619
14th Street, N.W.	75	2,194	38	0	2,194	2,388	2,760
7th Street, N.W.	52	1,872	10	0	1,872	2,038	2,431
Pennsylvania Avenue, S.E.	90	1,746	89	2,348	4,094	6,199	6,847
Southeast Freeway	0	0	257	2,886	2,886	28,592	31,884
S. Army Navy Drive	38	710	13	0	710	703	925
I-395 (HOV lanes)	387	6,651	226	9,718	16,369	11,995	25,196
Columbia Pike	125	3,164	27	0	3,164	5,761	6,375
I-66	18	594	171	7,695	8,289	13,390	19,886

Questions? Comments?

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- Comments within 30 days, please