

Transit Signal Priority Identification of On-Board Equipment Needs for WMATA Buses

*Project Introduction
Regional Bus Subcommittee
November 25, 2008*





Presentation Outline

- Reason for project
 - Ability to shift buses between divisions
 - Assist priority corridor implementation
 - Enhance reliability
- Goals of project
 - Phase 1 – current project
 - Phase 2 – future project
- Stakeholder Involvement
- Next Steps





Reason For Project Existing Projects

Several jurisdictions are initiating TSP projects

- District of Columbia (Georgia Avenue)
- Fairfax County (Richmond Highway)
- Arlington County (Columbia Pike and Lee Highway)

Issue: Need ability to shift buses between divisions, requiring identical TSP equipment





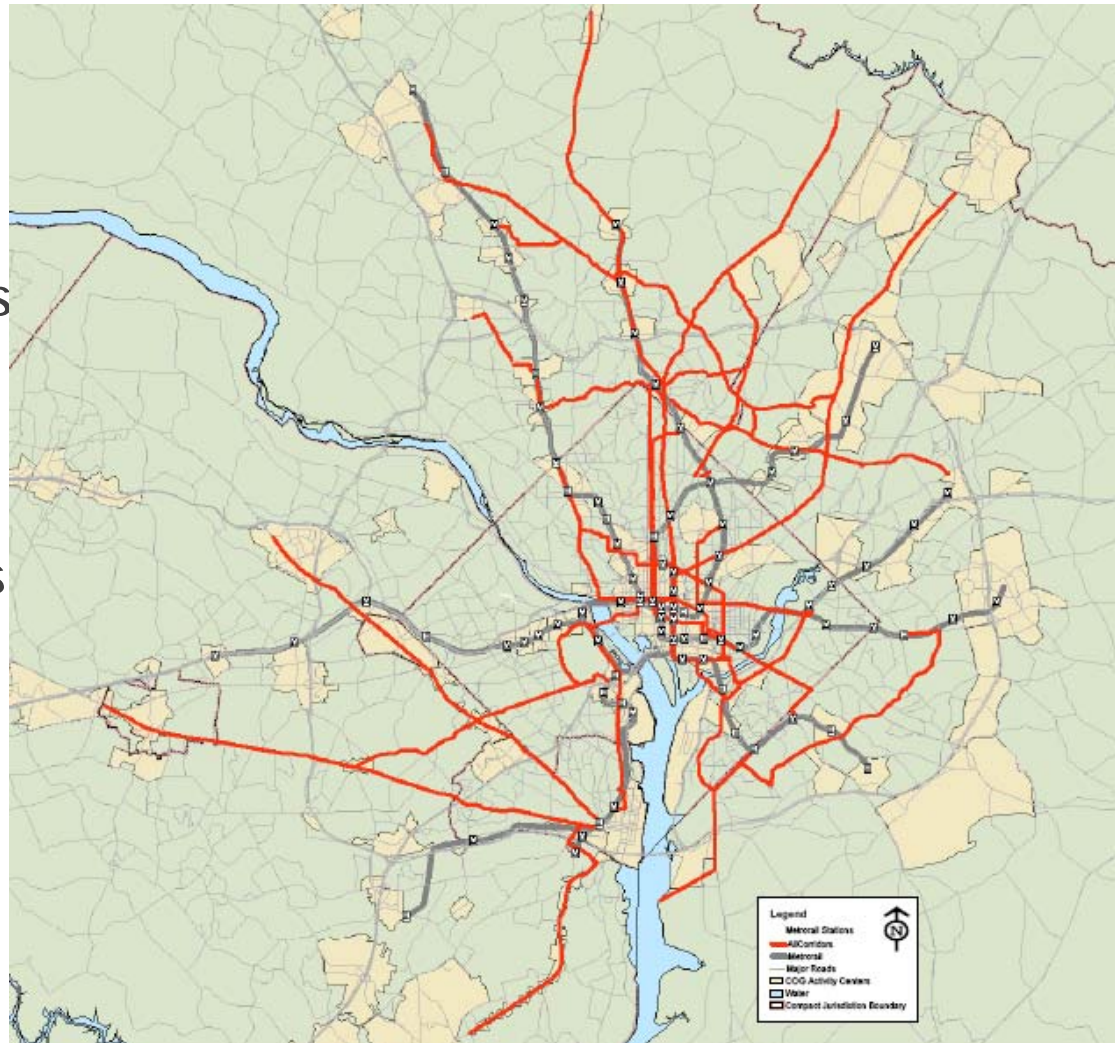
Reason For Project

Priority Corridor

Six Year Program of Projects

- Improve bus travel times, reliability, capacity, and productivity on 14% of lines (24) and over 50% of ridership
- TSP is part of traffic signal management, need pockets of assistance

Issue: Assistance at specific intersections in support of Priority Corridor network





Reason For Project

System Wide Reliability

WMATA buses are off schedule 25% of the time

- Region has second worst traffic congestion in Country
- Intersections are bottlenecks for vehicle delays
- TSP one of many tools to be considered

Issue: Enhance reliability





Phase 1 – Current Project

Major components

- Identify intersections/route segments in region with excessive bus delay
- Evaluate TSP technologies
- Identify what WMATA must purchase to put on bus





Phase 2 – Future Project

Major components

- Apply TSP technology identified in Phase 1 on several demonstration corridors
- Evaluate results
- Define a move forward strategy





Stakeholder Involvement

Phase 1 – Current Project

- Self-nominated Technical Advisory Group
- Review and comment on TSP technical evaluation

Phase 2 – Future Project

- Participate in regional decision making (identify MOE's etc.)
- Possibility of regional TSP workshop if there is interest





Next Steps

WMATA

- Identify locations of excessive bus delay
- Conduct analysis of various TSP technologies
- Report back to MOITS and RBS in February
- Identify components to be installed on WMATA buses given the TSP technology

RBS

- Craft a policy documentation that will identify running way improvements to assist with TSP implementation
- Review/comment on TSP technology analysis

Contact

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Questions

