UPDATE ON "TRANSIT-SIGNIFICANT HIGHWAY NETWORK" IDENTIFICATION

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Regional Public Transportation Subcommittee

November 25, 2014

Background

- May 21, 2014, comment received at TPB Board Meeting
  - Report performance for transit-significant highway network
- September 23, 2014, staff proposed straw man options to identify a transit-significant highway network

Five Options

Number	Definition	Total Directional Length (miles)
Bus Network #1	Road segments with at least 1 bus in AM peak hour	2,665
Bus Network #2	Road segments with at least 6 buses in AM peak hour (one bus in every 10 minutes)	1,397
Bus Network #3	Road segments with at least 10 buses in AM peak hour	828
Bus Network #4	Road segments with at least 12 buses in AM peak hour (one bus in every 5 minutes)	668
Bus Network #5	Road segments with at least 20 buses in AM peak hour	283

Note: INRIX covers about 5,500 directional miles of roads in the TPB Planning Area.
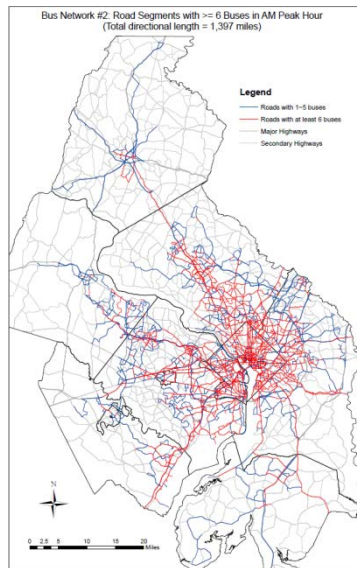
Maps of Five Bus Networks

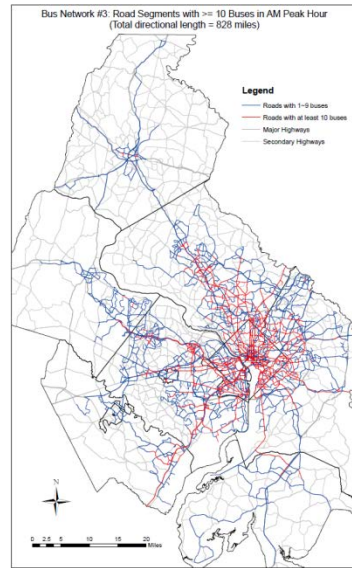(Click on "Bus Network #" to show 17x11" maps)
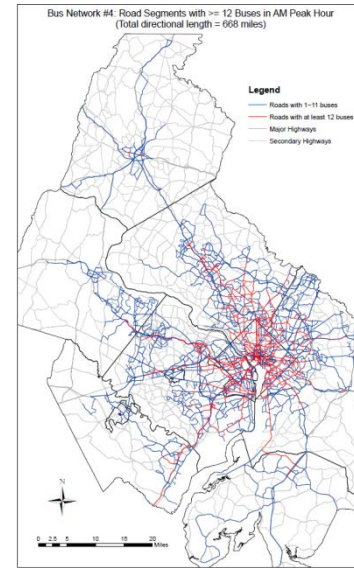
Bus Network #1   Bus Network #2   Bus Network #3   Bus Network #4   Bus Network #5
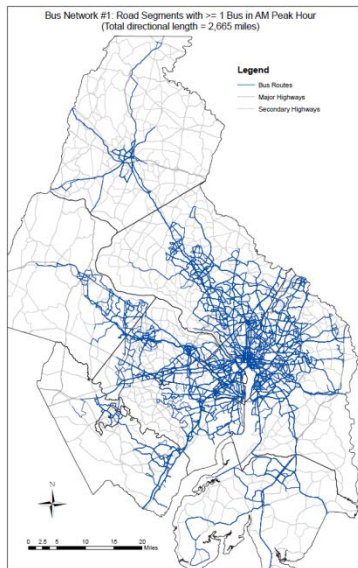
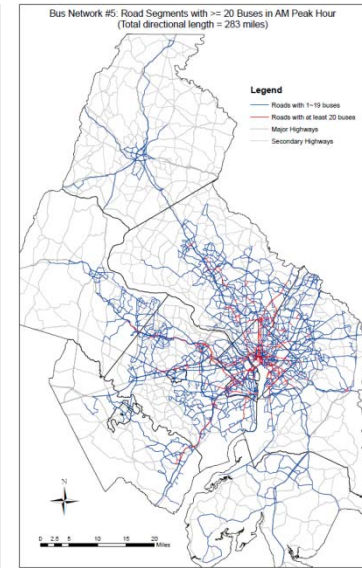>= 1 bus   >= 6 buses   >= 10 buses   >= 12 buses   >= 20 buses

Main Comments Received at the 9/23 RBS Meeting

1. Segmented network

2. Network #3 - #5 do not have all WMATA Priority Corridor Network (PCN) routes

3. Refer to WMATA Bus Network Effectiveness Study

4. The main goal of defining a transit-significant highway network is to track the differential congestion conditions, if any, between regional overall congestion and transit-significant routes congestion

Segmented Network

- The criteria to define the bus networks were bus running frequencies: at least x bus in a time period

- It is possible that a defined network would not cover an entire bus service route

- Given the purpose of defining such a bus network, this is considered acceptable.

WMATA PCN

- We want to include as many as possible segments defined in the PCN

WMATA Bus Network Effectiveness Study

- Staff reached out to WMATA and found out that the Bus Network Effectiveness Study aims revamping and improving the region bus network for the FUTURE

- The use of our Transit-Significant network is to measure HISTORICAL traffic conditions
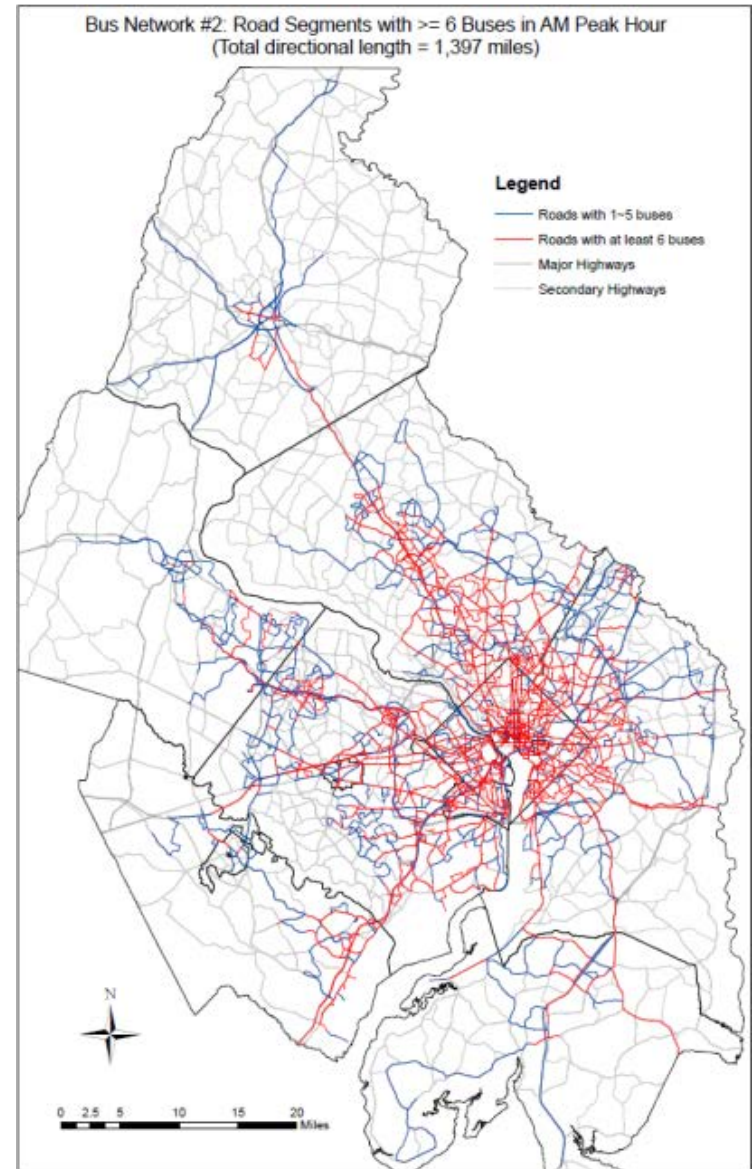
Goal

- The main goal of defining a transit-significant highway network is to track the differential congestion conditions, if any, between regional overall congestion and transit-significant routes congestion
- Keep decision makers and professionals informed

So, the Winner is…

Bus Network #2

- Road segments with at least 6 buses in AM peak hour (one bus in every 10 minutes)

- About 1,400 directional miles

Bus Network #2: Road Segments with >= 6 Buses in AM Peak Hour
(Total directional length = 1,397 miles)

Legend
— Roads with 1~5 buses
— Roads with at least 6 buses
Major Highways
Secondary Highways

Next Steps

- Identify the TMCs for Bus Network #2
- Report performance
- Update Bus Network #2 periodically (e.g., every other year?)
- Update TMCs
- …