

CONGESTION REPORT

4th Quarter 2019

A quarterly update of the National Capital Region's traffic congestion, travel time reliability, top-10 bottlenecks and featured spotlight

January 21, 2020



National Capital Region
Transportation Planning Board

ABOUT TPB

Transportation planning at the regional level is coordinated in the Washington area by the National Capital Region Transportation Planning Board (TPB). Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia, and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments.

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4th Quarter 2019

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CONGESTION – TRAVEL TIME INDEX (TTI)

Interstate System

TTI 4th Quarter 2019: **1.36** ↓3.6% or -0.05¹
 TTI Trailing 4 Quarters: **1.37** ↑0.2% or 0.003²

Non-Interstate NHS³

TTI 4th Quarter 2019: **1.20** ↓0.1% or -0.001
 TTI Trailing 4 Quarters: **1.19** ↑0.5% or 0.01

Transit-Significant⁴

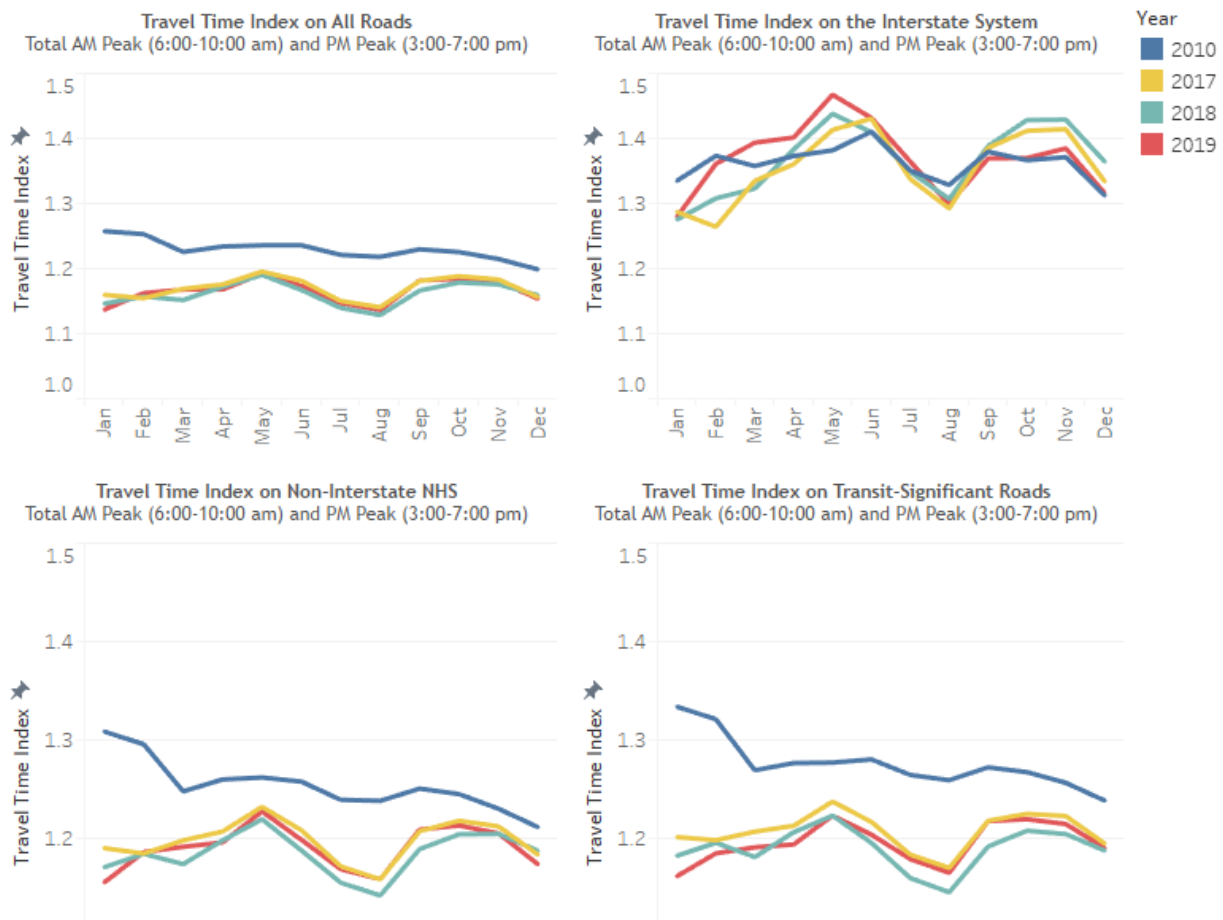
TTI 4th Quarter 2019: **1.21** ↑0.7% or 0.01
 TTI Trailing 4 Quarters: **1.20** ↑0.4% or 0.01

All Roads

TTI 4th Quarter 2019: **1.17** ↑0.1% or 0.002
 TTI Trailing 4 Quarters: **1.17** ↑0.4% or 0.004

¹ Compared to 4th Quarter 2018; ² Compared to one year earlier; ³ NHS: National Highway System; ⁴ See “Background” section.

Figure 1 Monthly Travel Time Index for Total AM peak (6:00-10:00 am) and PM peak (3:00-7:00 pm)



Travel Time Index (TTI), defined as the ratio of actual travel time to free-flow travel time, measures the intensity of congestion. The higher the index, the more congested traffic conditions it represents, e.g., TTI = 1.00 means free flow conditions, while TTI = 1.30 indicates the actual travel time is 30% longer than the free-flow travel time.

RELIABILITY – PLANNING TIME INDEX (PTI)

Interstate System

PTI 4th Quarter 2019: **1.84** ↓6.8% or -0.13¹
 PTI Trailing 4 Quarters: **1.88** ↓1.1% or -0.02²

Non-Interstate NHS³

PTI 4th Quarter 2019: **1.42** ↓2.5% or -0.04
 PTI Trailing 4 Quarters: **1.42** ↓1.0% or -0.01

Transit-Significant⁴

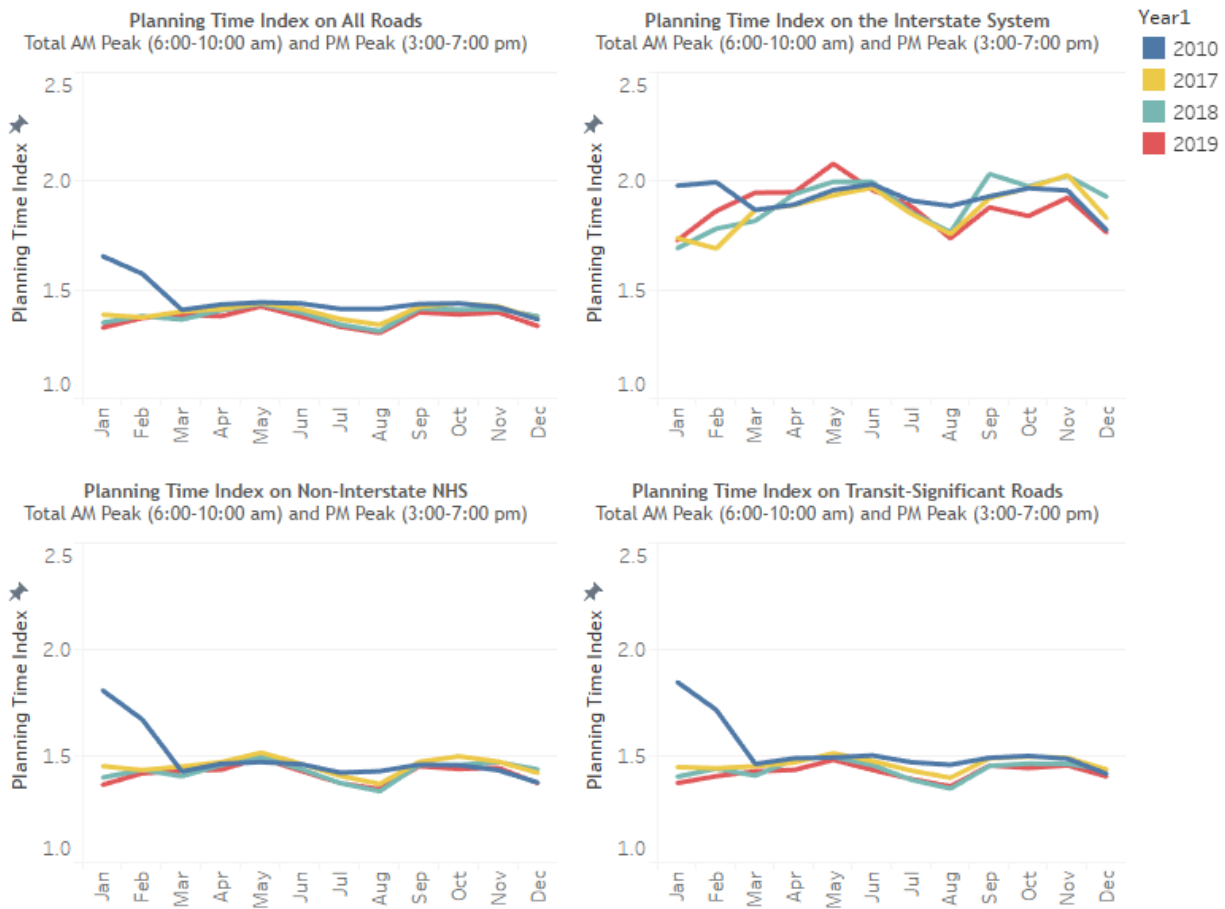
PTI 4th Quarter 2019: **1.43** ↓1.3% or -0.02
 PTI Trailing 4 Quarters: **1.42** ↓1.0% or -0.01

All Roads

PTI 4th Quarter 2019: **1.37** ↓2.0% or -0.03
 PTI Trailing 4 Quarters: **1.37** ↓1.1% or -0.02

¹ Compared to 4th Quarter 2018; ² Compared to one year earlier; ³ NHS: National Highway System; ⁴ See “Background” section.

Figure 2 Monthly Planning Time Index for Total AM peak (6:00-10:00 am) and PM peak (3:00-7:00 pm)

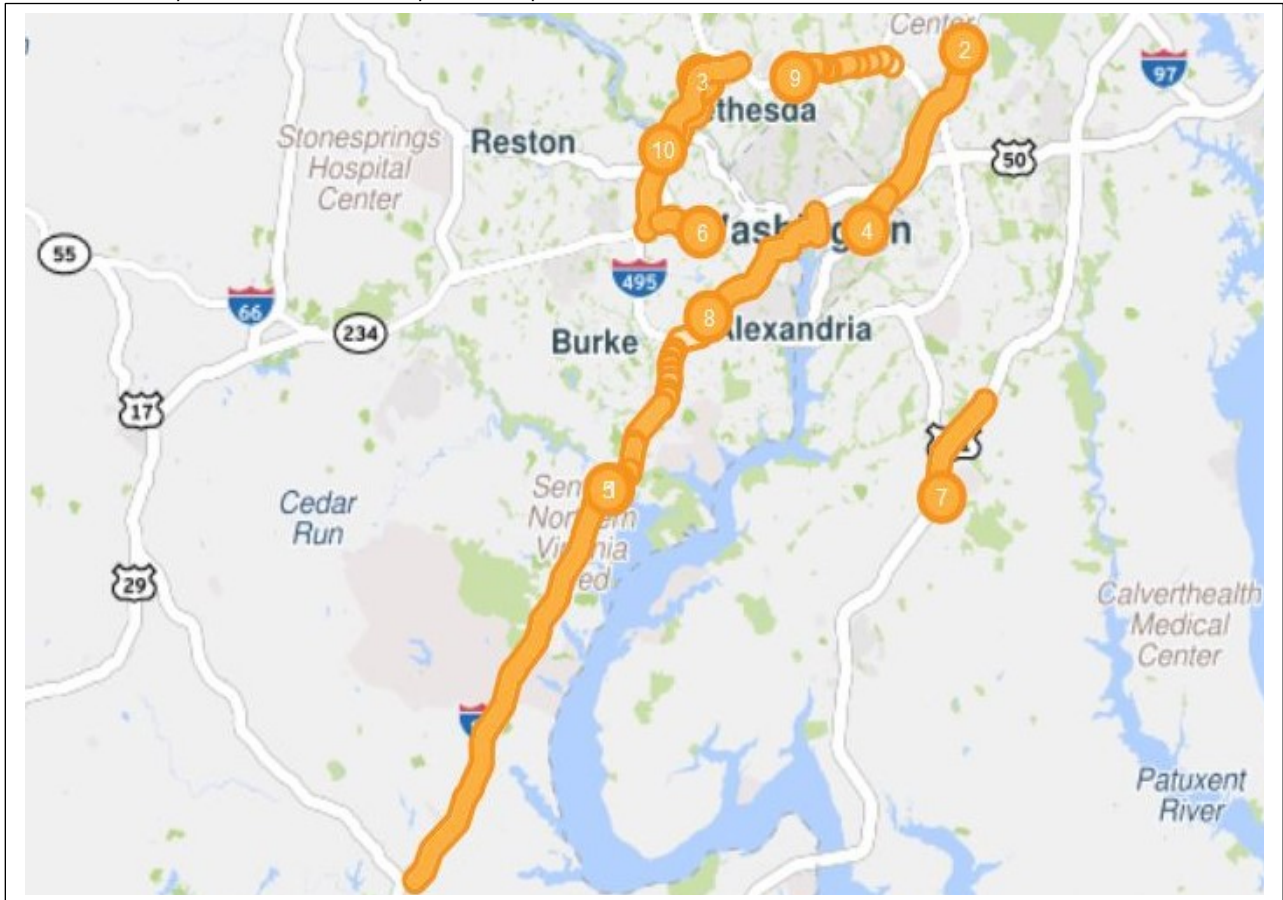


Planning Time Index (PTI), defined as the ratio of 95th percentile travel time to free flow travel time, measures travel time reliability. The higher the index, the less reliable traffic conditions it represents, e.g., PTI = 1.30 means a traveler must budget 30% longer than the uncongested travel time to arrive on time 95% of the instances (i.e., 19 out of 20 trips).

TOP 10 BOTTLENECKS

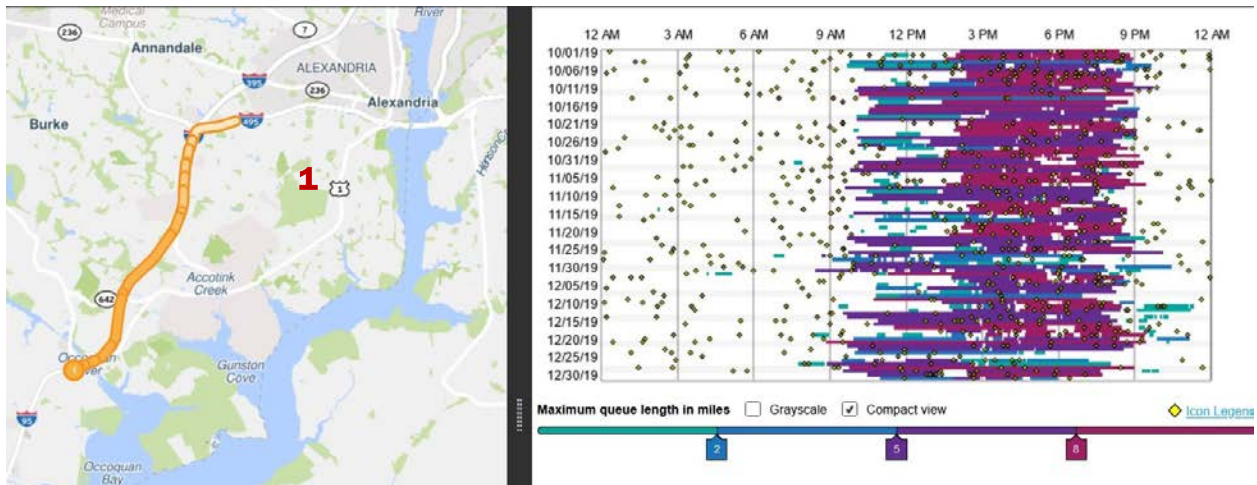
Rank (Last Quarter Rank)	Location	Average duration	Average max length (miles)	Total duration	Impact factor
1 (1)	I-95 S @ VA-123/EXIT 160	8 h 28 m	5.11	32 d 11 h 19 m	180,939
2 (2)	BW PKWY N @ POWDER MILL RD	5 h 52 m	2.81	22 d 13 h 9 m	72,399
3 (6)	I-495 CW @ I-270-SPUR	1 h 59 m	5.32	7 d 15 h 46 m	70,250
4 (9)	DC-295 S @ E CAPITOL ST	9 h 13 m	1.36	35 d 8 h 28 m	69,516
5 (5)	I-95 N @ VA-123/EXIT 160	3 h 6 m	3.77	11 d 22 h 16 m	67,336
6 (4)	I-66 E @ SYCAMORE ST/EXIT 69	6 h 26 m	1.6	24 d 16 h 17 m	61,995
7 (11)	US-301 S @ MCKENDREE RD/CEDARVILLE RD	3 h 57 m	2.42	15 d 4 h 43 m	53,892
8 (19)	I-395 S @ VA-236/DUKE ST/EXIT 3	2 h 55 m	2.58	11 d 4 h 40 m	53,826
9 (10)	I-495 CCW @ MD-97/GEORGIA AVE/EXIT 31	2 h 18 m	3.18	8 d 19 h 45 m	50,825
10 (**)	I-495 CCW @ VA-193/GEORGETOWN PIKE/EXIT 44	2 h 15 m	3.08	8 d 15 h 50 m	49,448

**Not in the top 50 bottlenecks of the previous report.

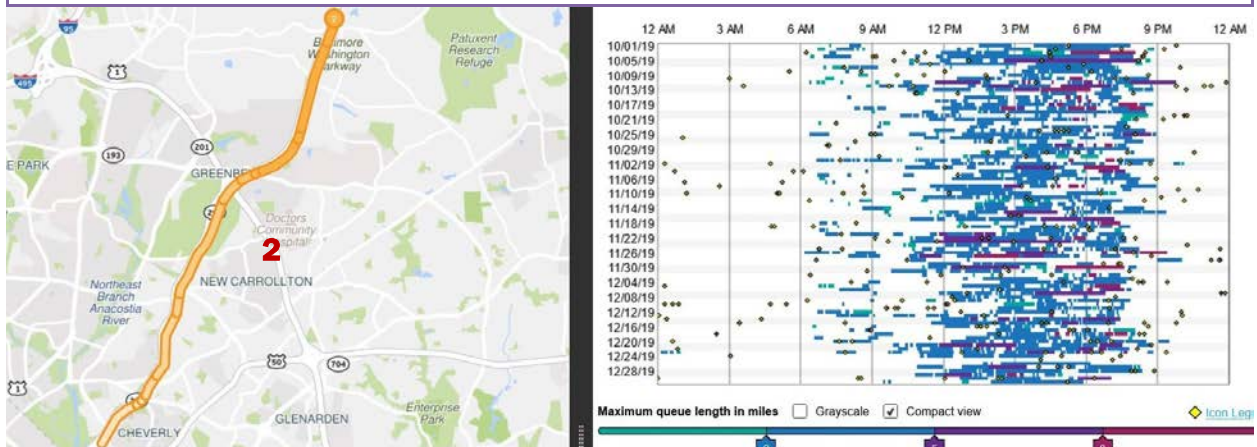


Rank	Location	Average duration	Average max length (miles)	Total duration	Impact factor*
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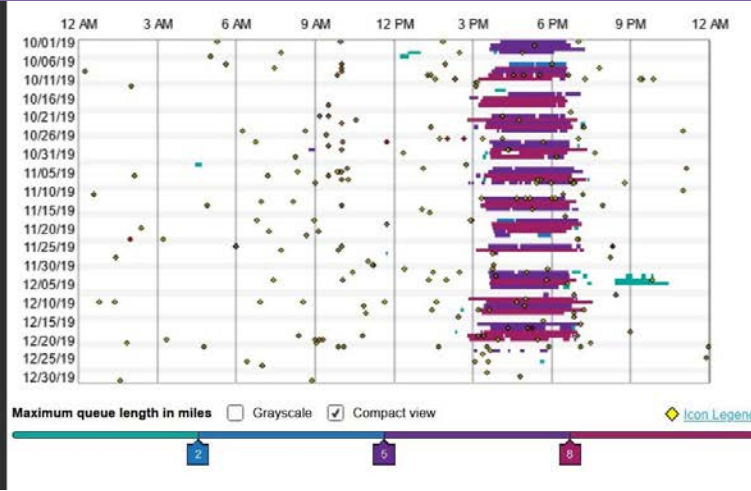
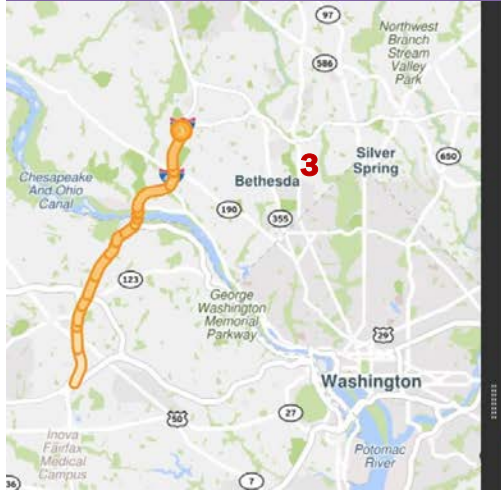
* The Impact Factor of a bottleneck is simply the product of the Average Duration (minutes), Average Max Length (miles) and the number of occurrences.



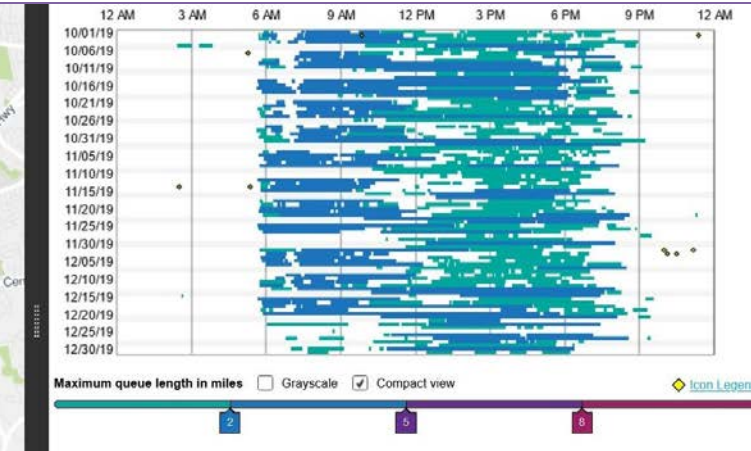
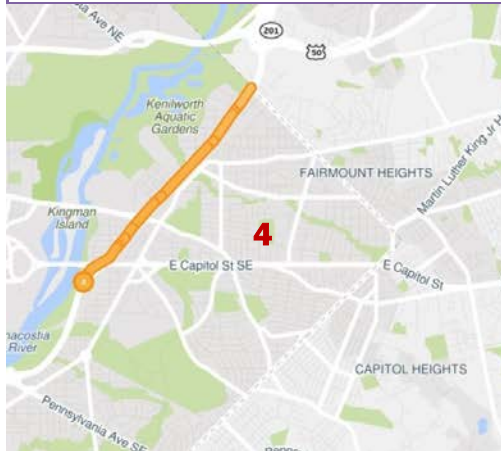
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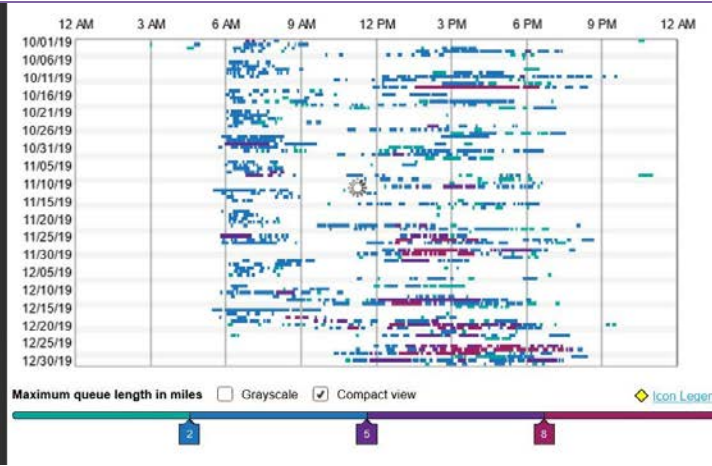
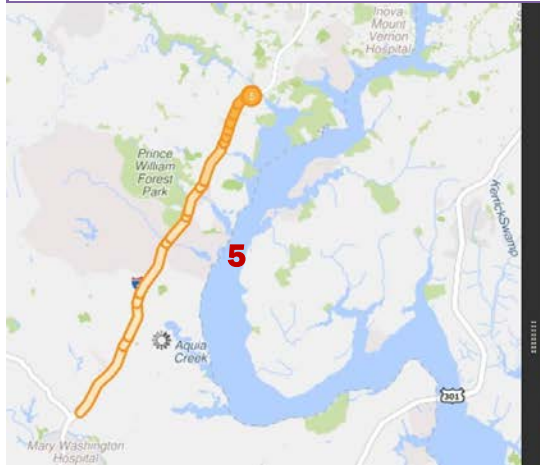
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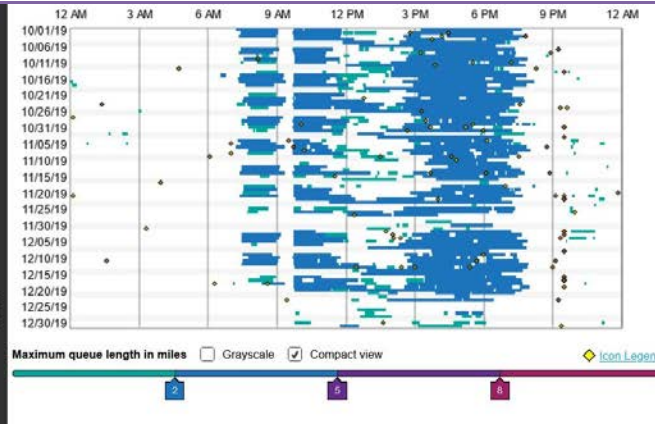
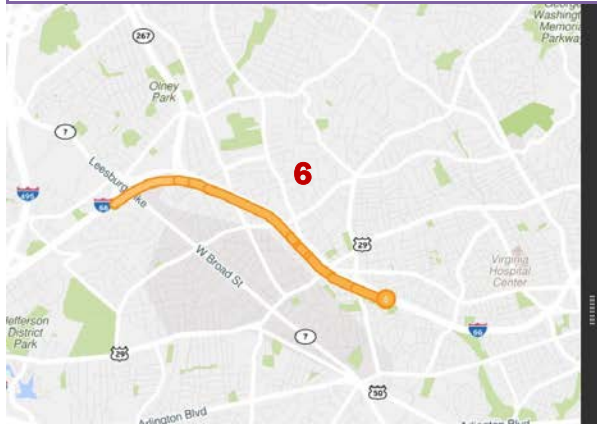
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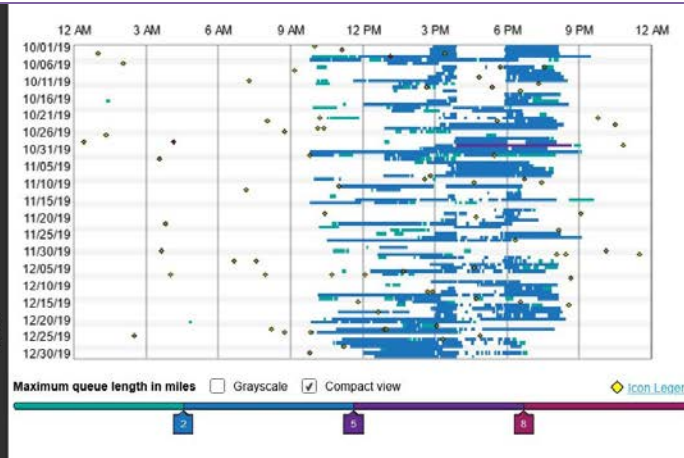
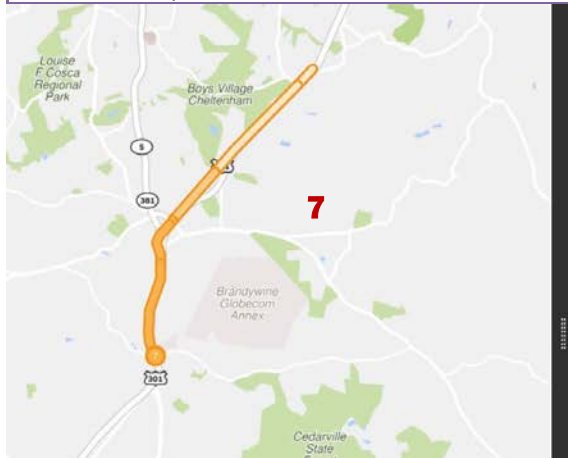
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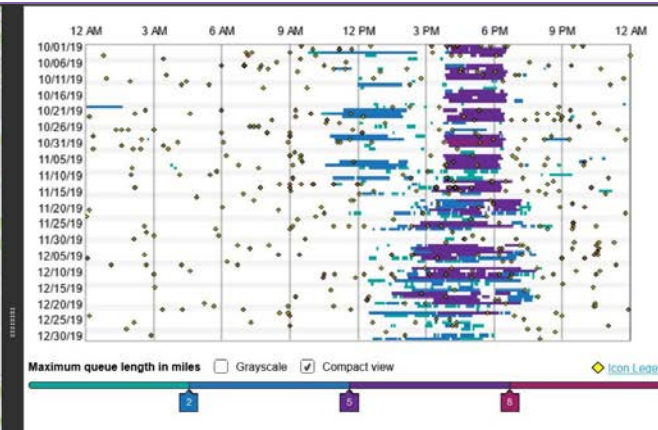
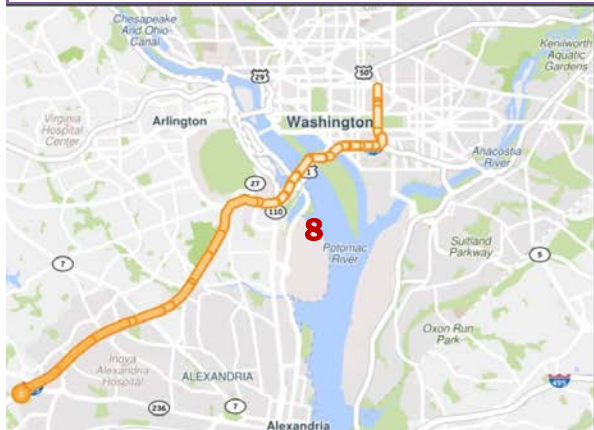
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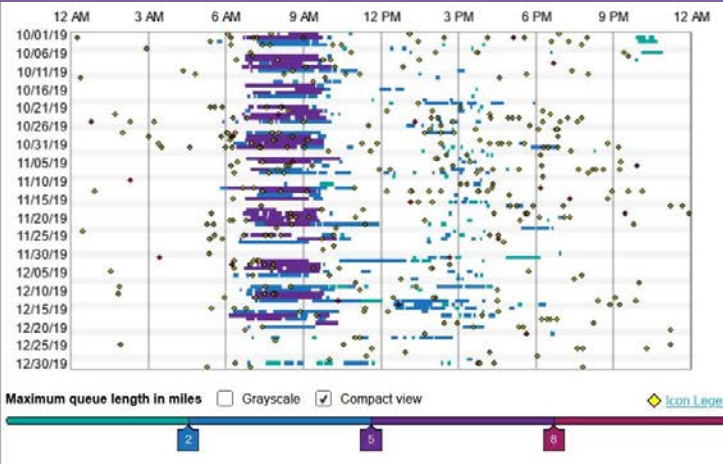
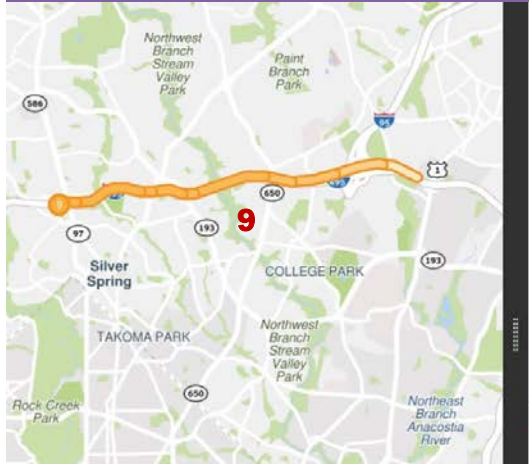
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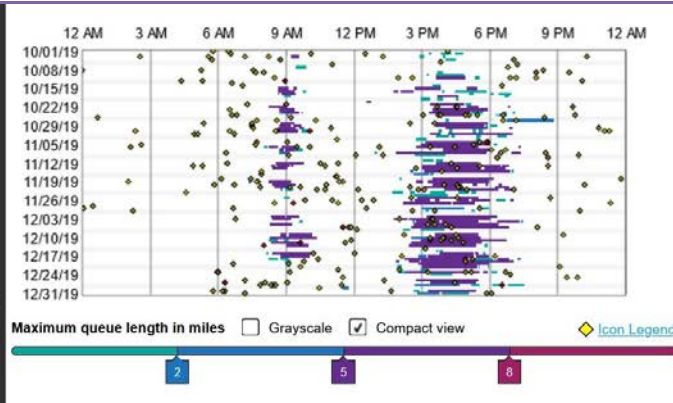
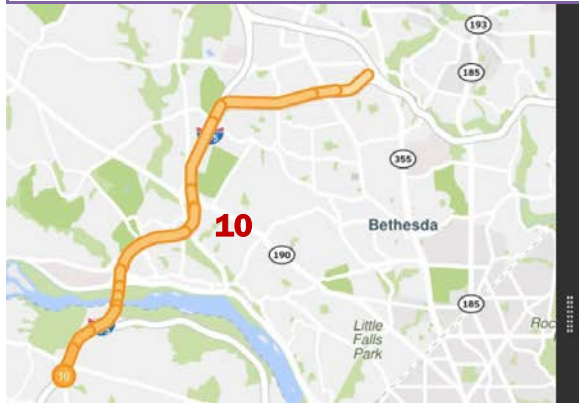
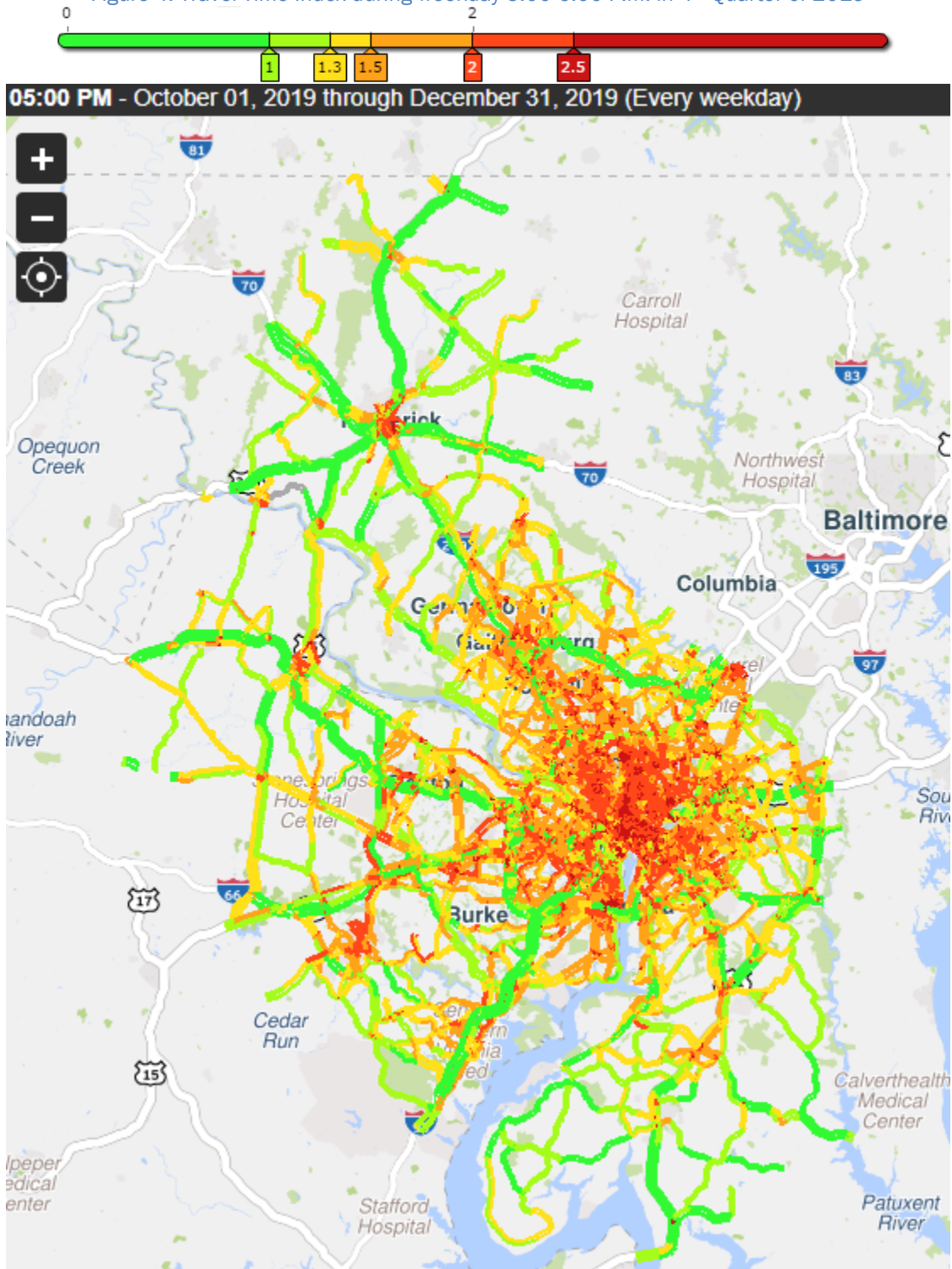


Figure 4. Travel Time Index during weekday 5:00-6:00 P.M. in 4th Quarter of 2019



2019Q4 SPOTLIGHT

The SPOTLIGHT section of the Regional Congestion Report is on hiatus for the 4th quarter of 2019.



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