

IH-30W Value Pricing Project

Pre-HOV and Post-HOV Quarterly Metrics

Period Covered: Sep 2006 – Sep 2008

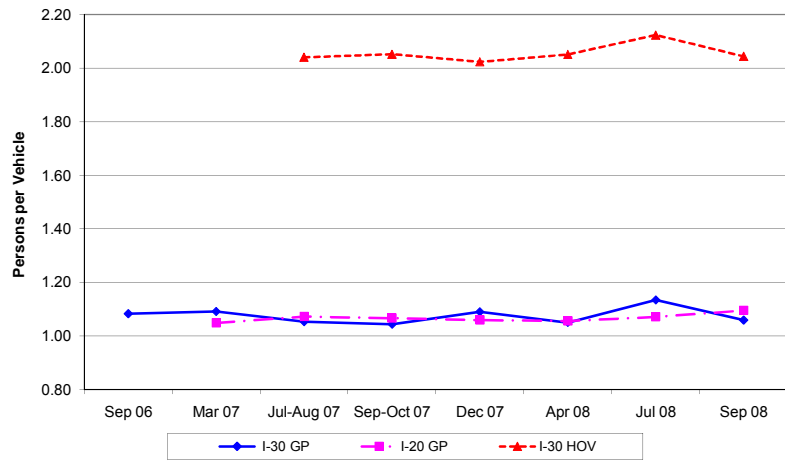
Texas Transportation Institute
March 11, 2009

IH-30W Corridor Ope

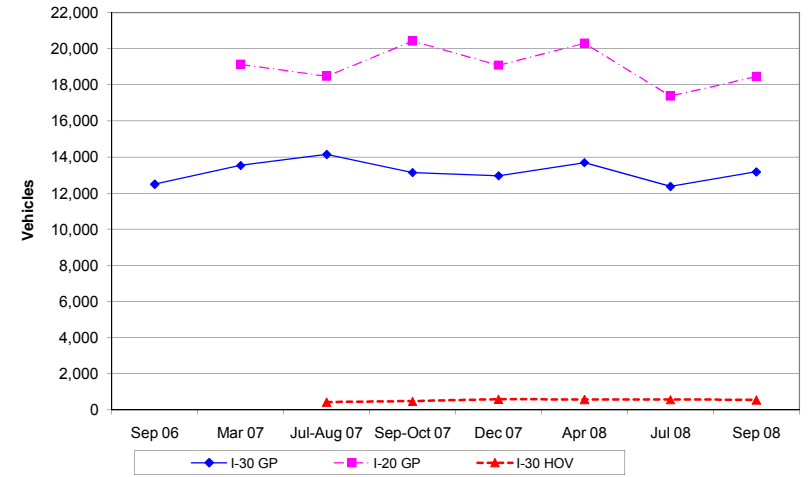
MEASURE	Sep-08								
	IH-30 WEST- General Purpose (TOM LANDRY)			IH-30 WEST- HOV (TOM LANDRY)			IH-20 (CONTROL CORRIDOR)		
	VEHICLES	PERSONS	OCC. RATE	VEHICLES	PERSONS	OCC. RATE	VEHICLES	PERSONS	OCC. RATE
A.M. PEAK HOUR(1)									
DART BUSES	1	0	0.00	0	0	0.00	0	0	0.00
OTHER BUSES	0	0	0.00	1	0	0.00	3	0	0.00
VANPOOLS	1	5	5.00	8	40	5.00	8	40	5.00
3+ PERSON CARPOOLS	19	61	3.21	4	12	3.00	18	58	3.22
2 PERSON CARPOOLS	157	314	2.00	198	396	2.00	418	836	2.00
1 PERSON VEHICLES	4443	4443	1.00	7	7	1.00	6620	6620	1.00
MOTORCYCLES	1	1	1.00	4	4	1.00	11	11	1.00
TRUCKS	207	212	1.02	0	0	0.00	162	163	1.01
TOTAL	4,829	5,036	1.04	222	459	2.07	7,240	7,728	1.07
A.M. PEAK PERIOD (6:00-9:00)									
DART BUSES	2	0	0.00	0	0	0.00	0	0	0.00
OTHER BUSES	8	50	6.25	3	0	0.00	5	0	0.00
VANPOOLS	9	45	5.00	18	90	5.00	13	65	5.00
3+ PERSON CARPOOLS	62	196	3.16	9	27	3.00	76	233	3.07
2 PERSON CARPOOLS	558	1,116	2.00	488	976	2.00	1,553	3,106	2.00
1 PERSON VEHICLES	11957	11957	1.00	26	26	1.00	16166	16166	1.00
MOTORCYCLES	5	5	1.00	7	7	1.00	31	31	1.00
TRUCKS	578	591	1.02	0	0	0.00	607	613	1.01
TOTAL	13,179	13,960	1.06	551	1,126	2.04	18,451	20,214	1.10
P.M. PEAK HOUR(1)									
DART BUSES	0	0	0.00	0	0	0.00	0	0	0.00
OTHER BUSES	6	30	5.00	0	0	0.00	4	70	17.50
VANPOOLS	3	15	5.00	3	15	5.00	7	44	6.29
3+ PERSON CARPOOLS	35	113	3.23	8	25	3.13	66	205	3.11
2 PERSON CARPOOLS	312	624	2.00	187	374	2.00	694	1,388	2.00
1 PERSON VEHICLES	3868	3868	1.00	19	19	1.00	6151	6151	1.00
MOTORCYCLES	10	10	1.00	2	2	1.00	12	12	1.00
TRUCKS	181	182	1.01	0	0	0.00	228	239	1.05
TOTAL	4,415	4,842	1.10	219	435	1.99	7,162	8,109	1.13
P.M. PEAK PERIOD (4:00-7:00)									
DART BUSES	0	0	0.00	0	0	0.00	0	0	0.00
OTHER BUSES	17	90	5.29	0	0	0.00	6	70	11.67
VANPOOLS	14	70	5.00	8	40	5.00	11	73	6.64
3+ PERSON CARPOOLS	165	527	3.19	18	57	3.17	195	619	3.17
2 PERSON CARPOOLS	1,323	2,646	2.00	446	892	2.00	1,977	3,954	2.00
1 PERSON VEHICLES	9811	9811	1.00	37	37	1.00	16145	16145	1.00
MOTORCYCLES	35	35	1.00	4	4	1.00	35	35	1.00
TRUCKS	581	591	1.02	0	0	0.00	675	714	1.06
TOTAL	11,946	13,770	1.15	513	1,030	2.01	19,044	21,610	1.13
TOTAL AM + PM Period									
TOTAL	25,125	27,730	1.10	1064	2156	2.03	37,495	41,824	1.12

Notes:
 IH-30 (ERLT) WB AM Peak Hr / EB PM Peak Hr:
 IH-30W (TOM LANDRY) EB AM Peak Hr / WB PM (6:45-7:45a) / (4:30-5:30p) (6:30-7:30a) / (5:15-6:15p)
 IH-635 EAST (LBJ) WB AM Peak Hr / EB PM Peak
 US-75 (NORTH CENTRAL) SB AM Peak Hr / NB F
 IH-20 (CONTROL CORRIDOR) EB AM Peak Hr / V (6:45-7:45a) / (4:30-5:30p)

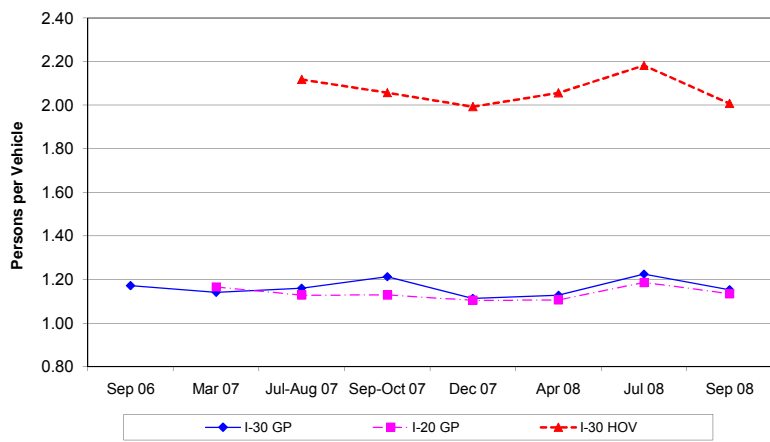
Occupancy Rate for A.M. Period



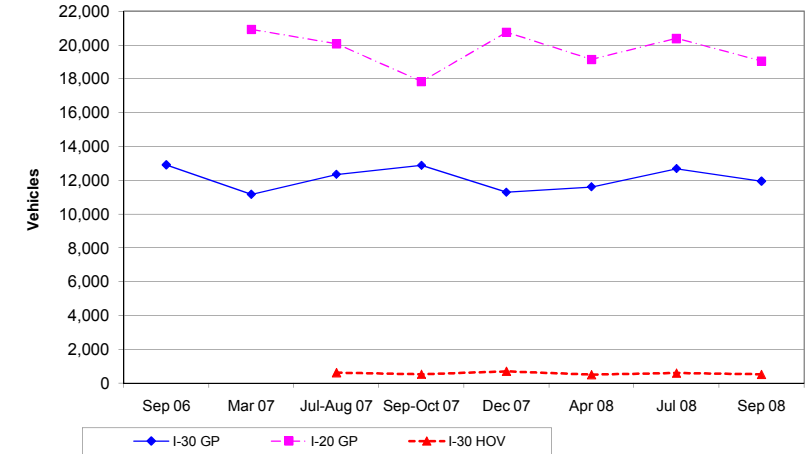
Vehicle Count for A.M. Period

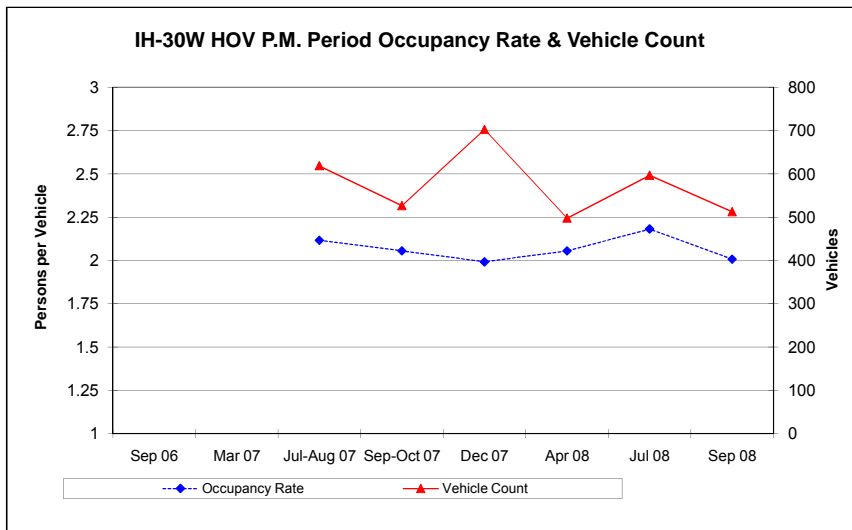
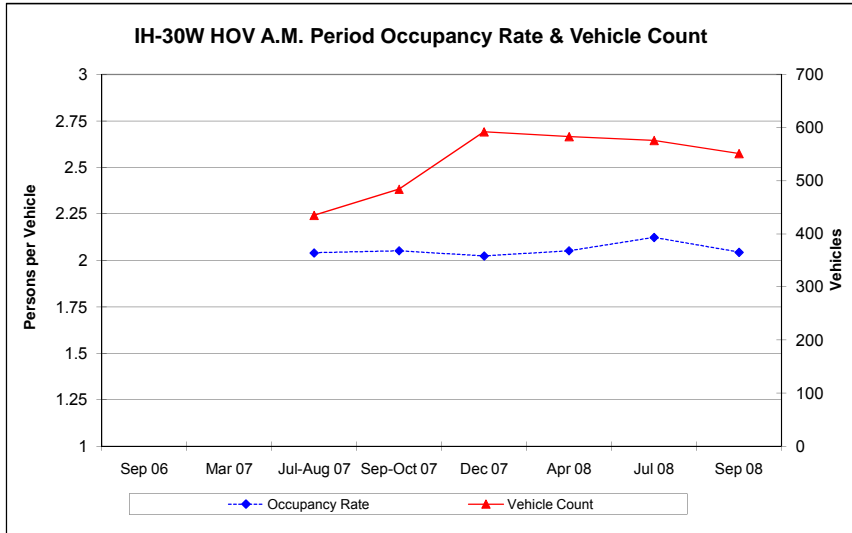


Occupancy Rate for P.M. Period

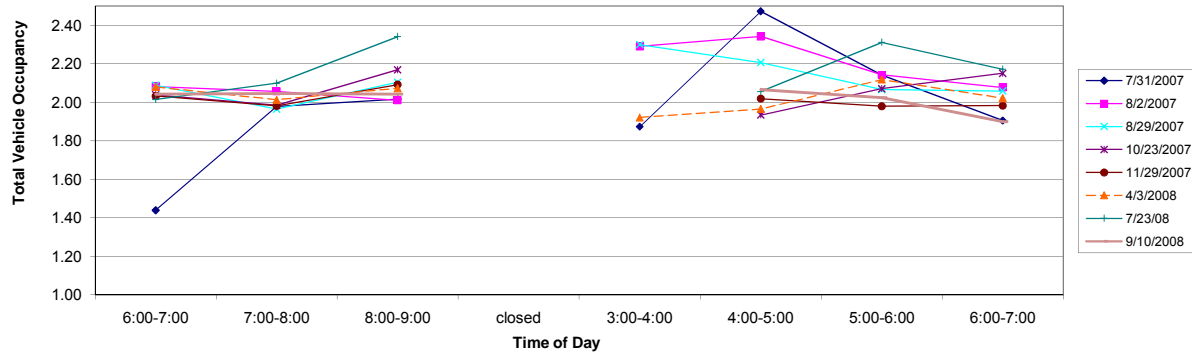


Vehicle Count for P.M. Period





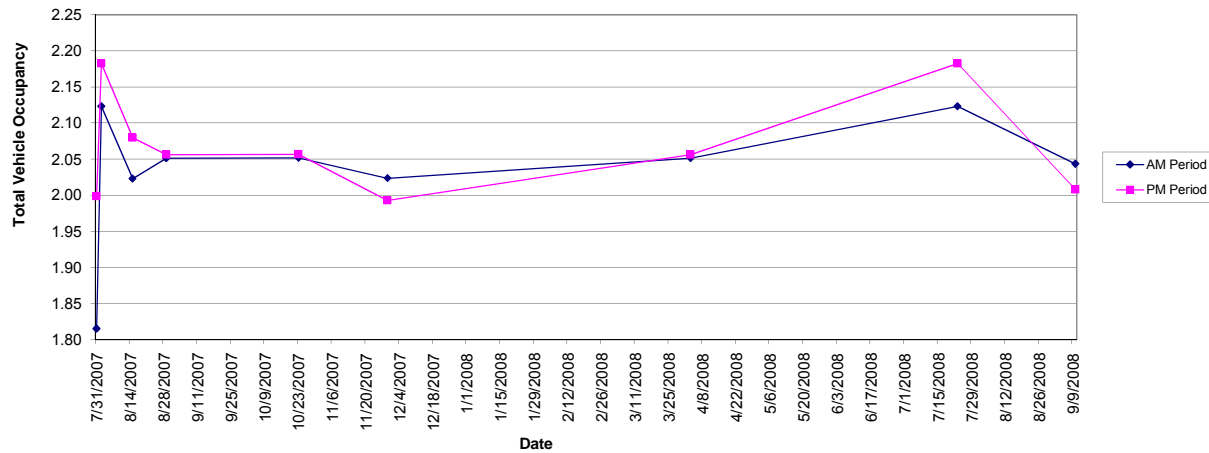
IH-30 Managed HOV Lanes Occupancy Rate by Hour, AM & PM



Observations:

Occupancy Rates are the highest between 4:00-5:00 pm

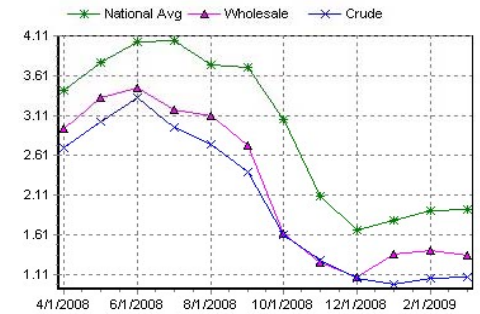
IH-30 Managed HOV Lane Occupancy Rate by Date



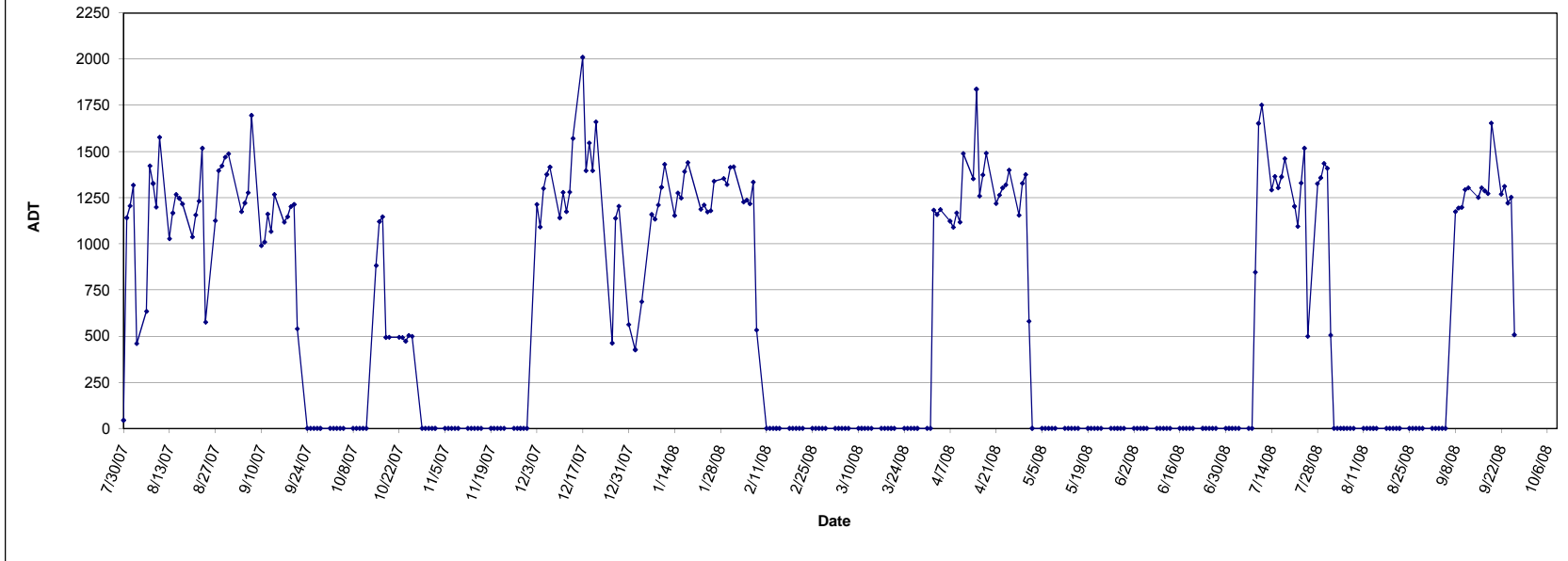
Observations:

Occupancy Rates average between 2.00 and 2.05 with the exception of Jul 08 when the price of the gas was the highest. Once the price of the gas dropped, the Occupancy rate returned to average.

12 Month Average For Regular Unleaded

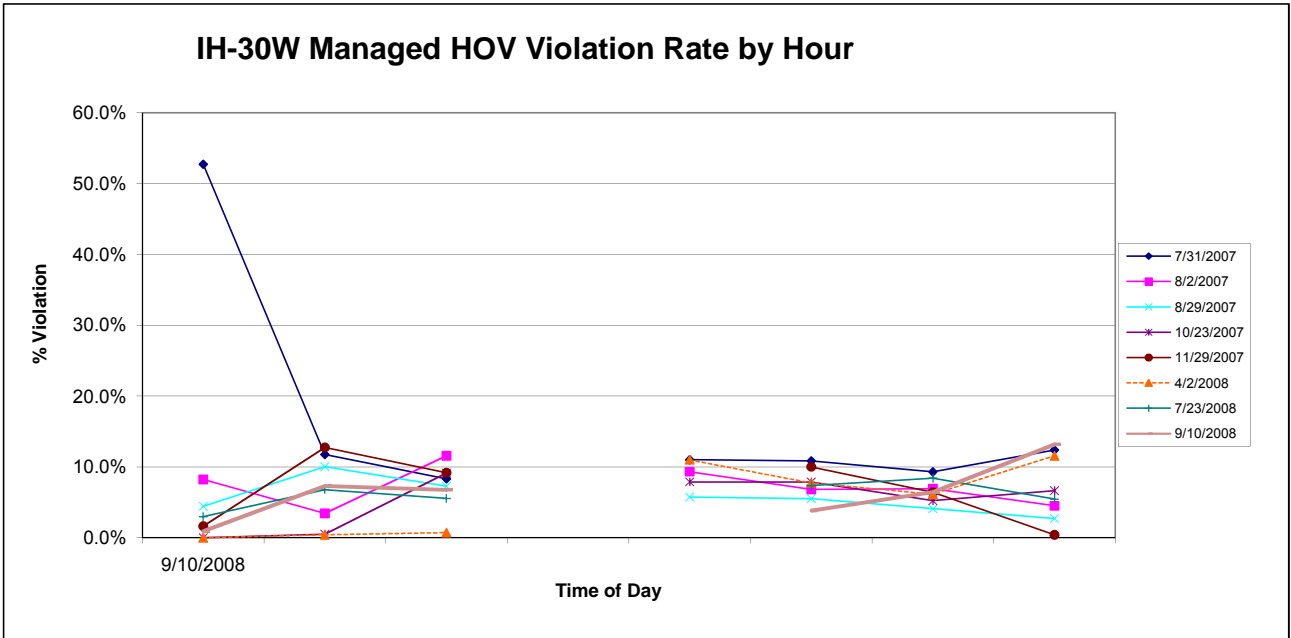


IH-30W Managed HOV ADT, Using Automatic Counters w/o Weekends & Holidays

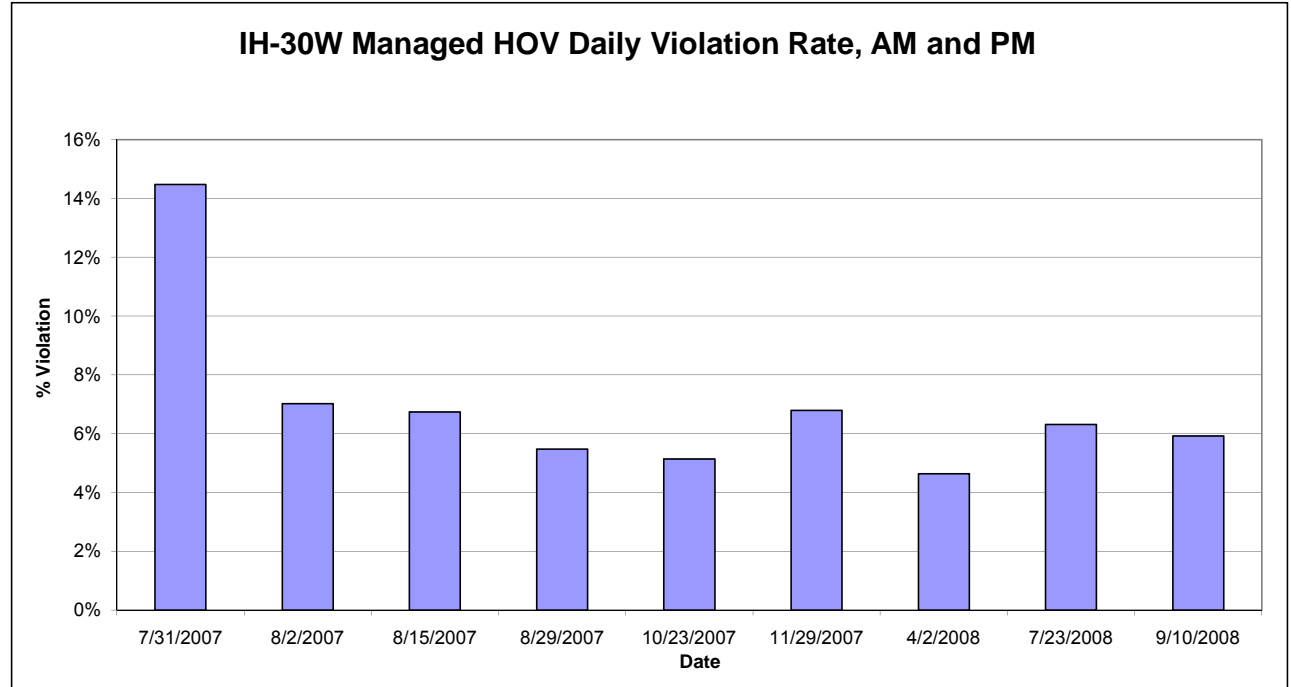


Observations:

ADT is the sum of the eastbound morning operations (6a-10a) and westbound evening operations (3p-7p) due to the reversible approach of the facility
 Weekly ADT follows the same pattern: starting with the lowest ADT on Mondays and peaking by Friday
 Sensors inactive 20 days in October 2007, 30 days in November 2007, 40 days in Feb and March 2008, 60 days in May and June.
 HOV Holiday and weekend closure not included.
 ADT was not affected by 2008 school vacation period.
 Sept 08 has less variation from one day to the other which was not the case for previous periods



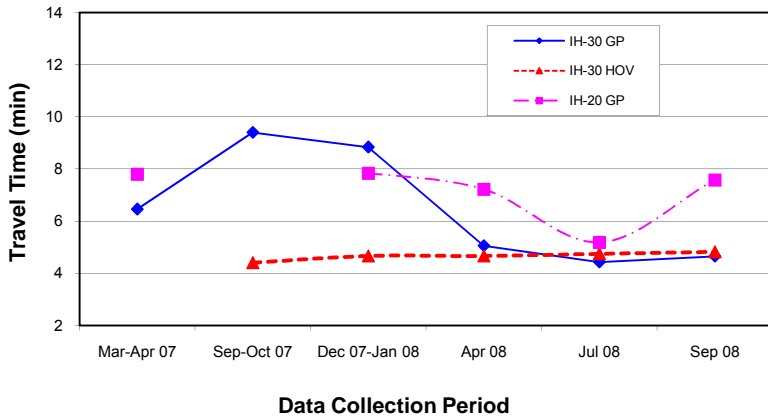
Observations:
 Violation rates vary between 0-12%
 Appears to be no correlation between violation rates and time of day



Observations:
 Average Daily Violation rates stable in the 5-7% range

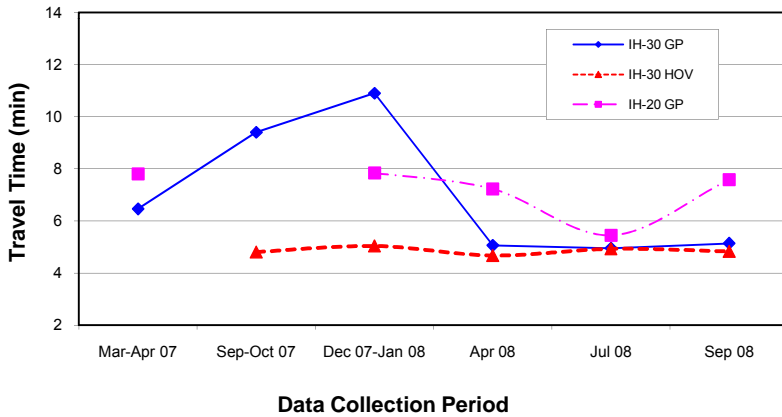
Travel Time Comparison

Travel Time Runs: Typical AM Peak Hour (7:30 am)

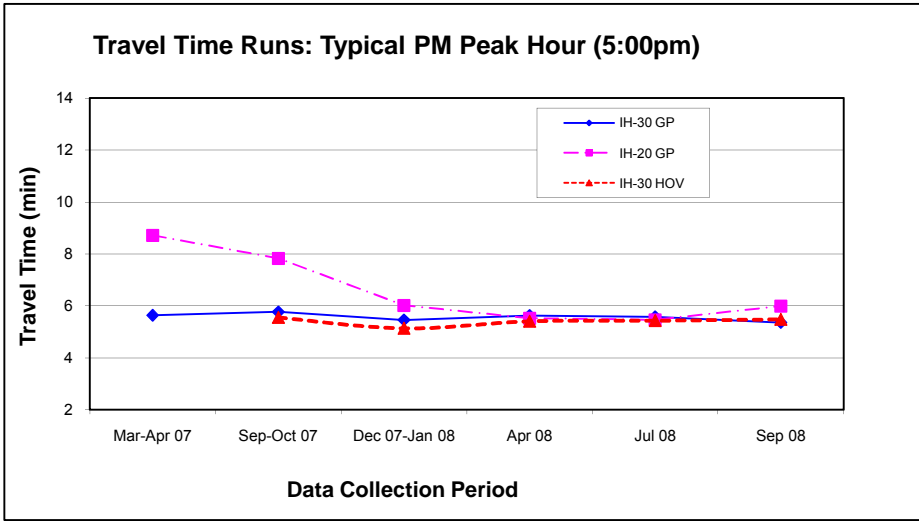


Notes:
 Data N/A for I-20 for Sep-Oct 07 AM period
 Typical AM Peak Hour is 7:30 am
 IH-30 GP and HOV TTR Eastbound segment is 5.05 miles long: from 19th St. Bridge to Loop 12 HOV access
 IH-20 GP TTR Eastbound and Westbound segment is 5.8 miles long: SH161 BRIDGE to Cedar Ridge Dr. Bridge

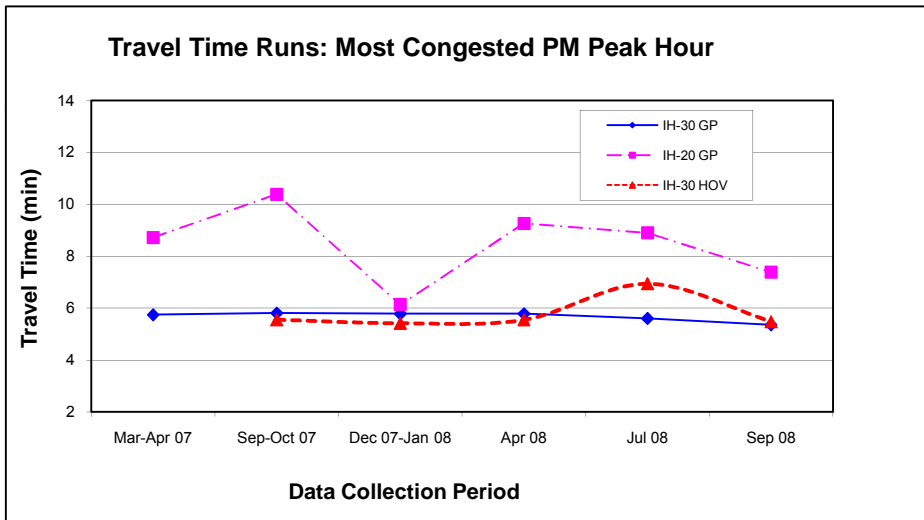
Travel Time Runs: Most Congested AM Peak Hour



Notes:
 Data N/A for I-20 for Sep-Oct 07 AM period
 Worst AM Peak Hour is defined as the hour with the highest traffic, which may vary from facility to facility
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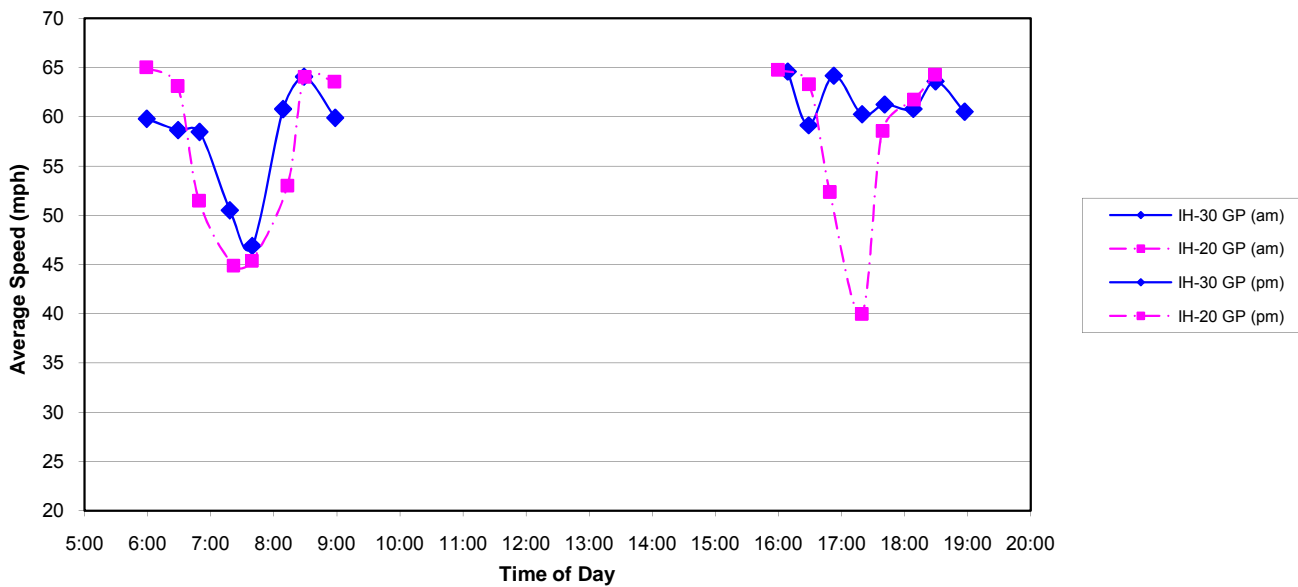


Notes:
 Typical PM Peak Hour is 5:00 pm
 IH-30 GP and HOV TTR Westbound segment is 5.66 miles long: from Loop 12 HOV egress to 19th St. Bridge
 IH-20 GP TTR Eastbound and Westbound segment is 5.8 miles long: SH161 BRIDGE to Cedar Ridge Dr. Bridge



Notes:
 Worst PM Peak Hour is defined as the hour with the highest traffic, which may vary from facility to facility
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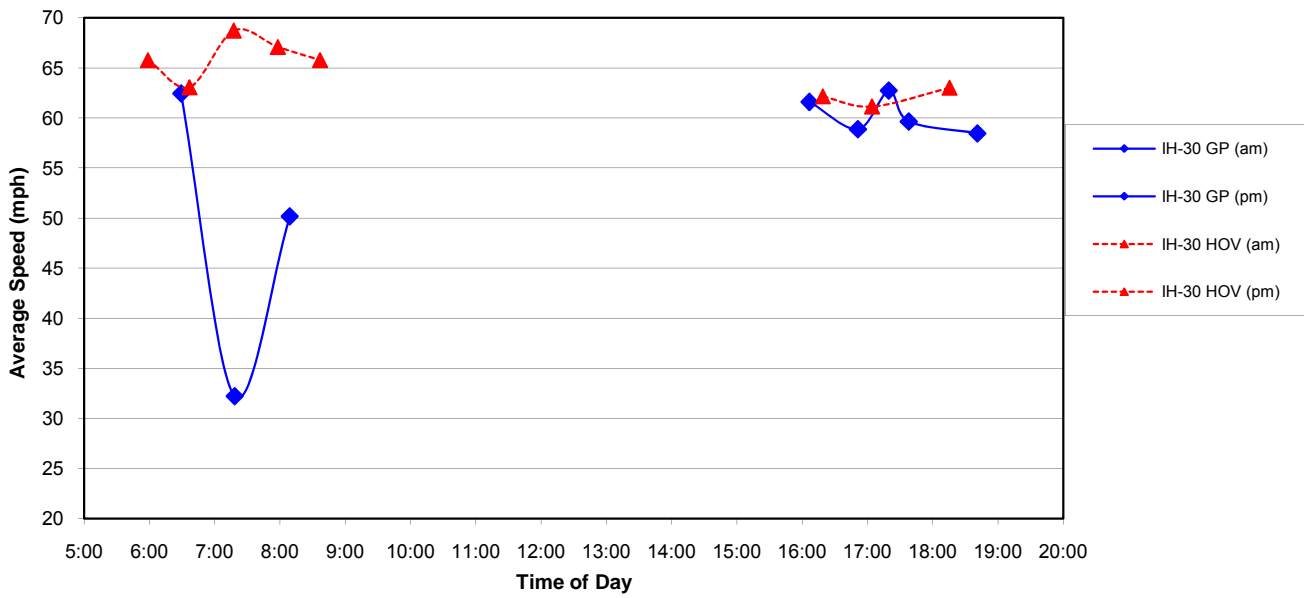
Average Speed Comparison IH-30W & IH-20 (Pre-HOV), Mar-Apr 2007



Notes:

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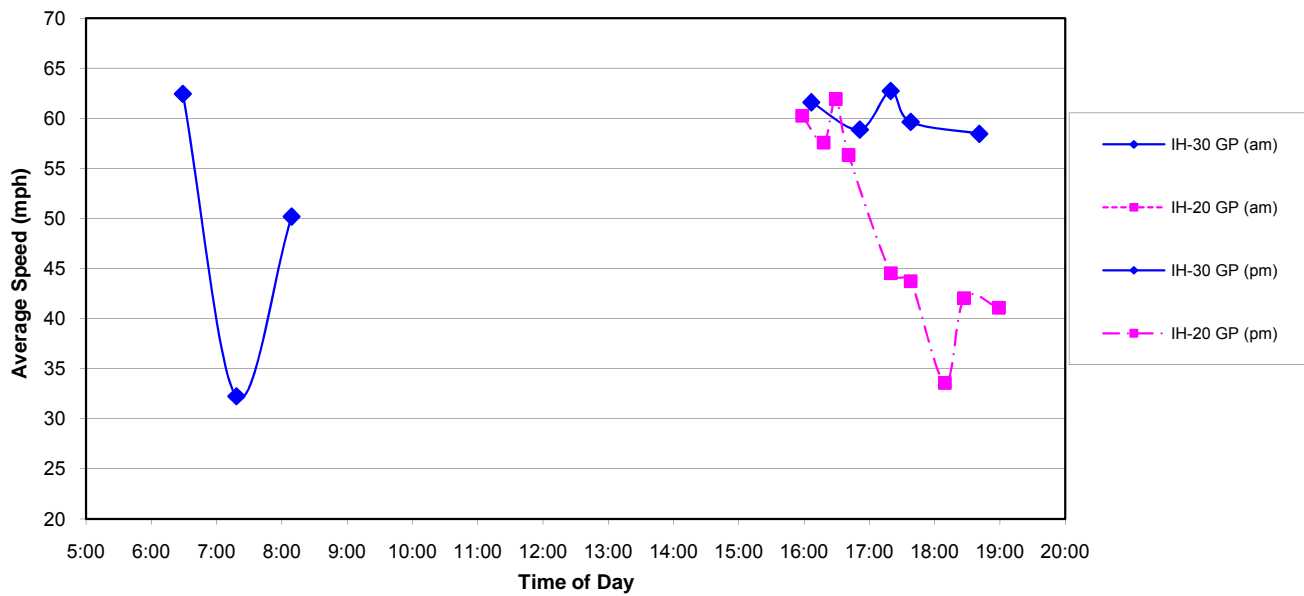
Average Speed Comparison IH-30W Main Lanes vs. Managed HOV Lane, Sep - Oct 2007



Notes:

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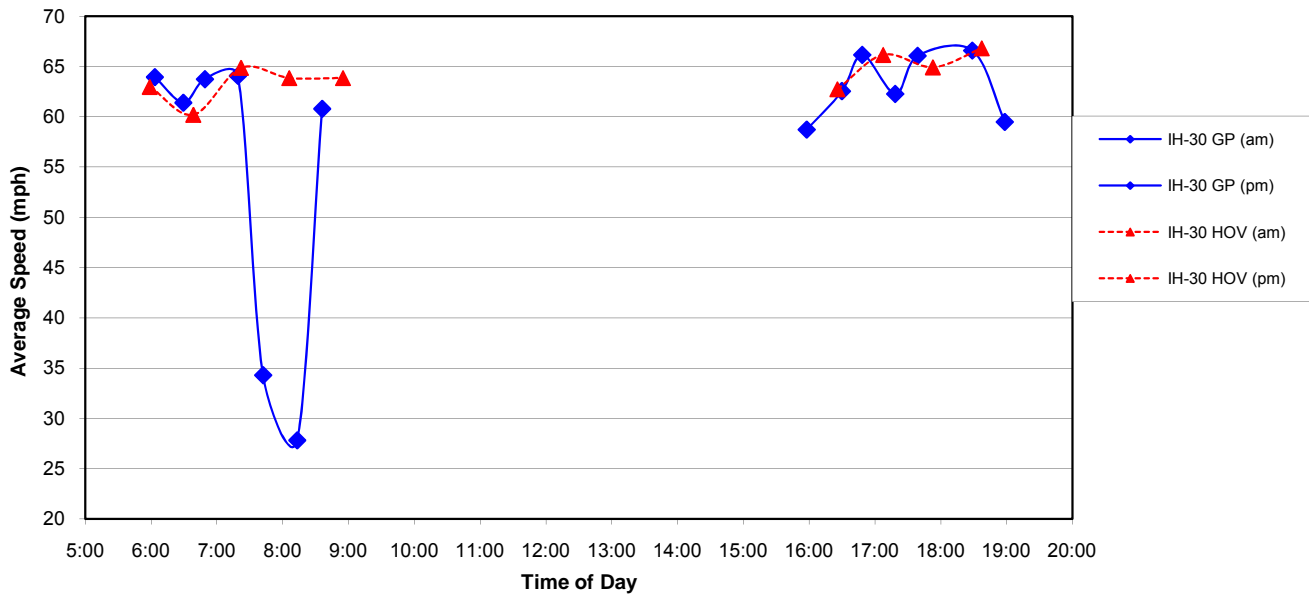
Average Speed Comparison IH-30W vs. IH-20 Main Lanes, Sep-Oct 2007



Notes:

Data N/A for I-20 for Sep-Oct 07 AM period
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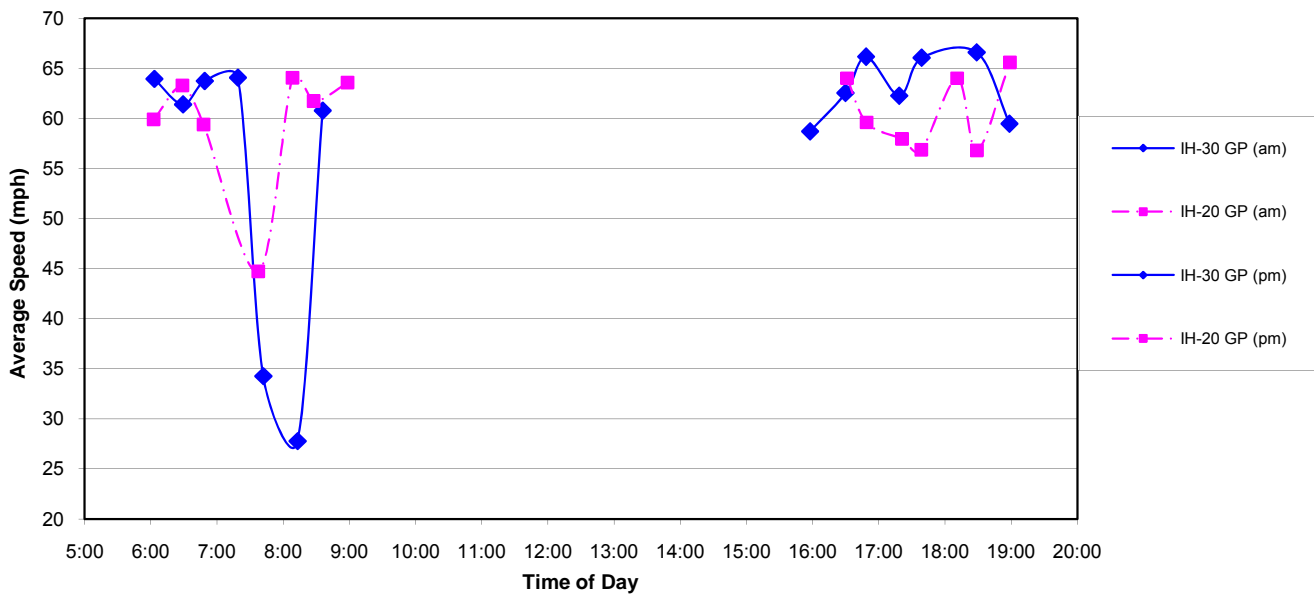
**Average Speed Comparison IH-30W Main Lanes vs. Managed HOV Lanes,
Dec 07 - Jan 08**



Notes:

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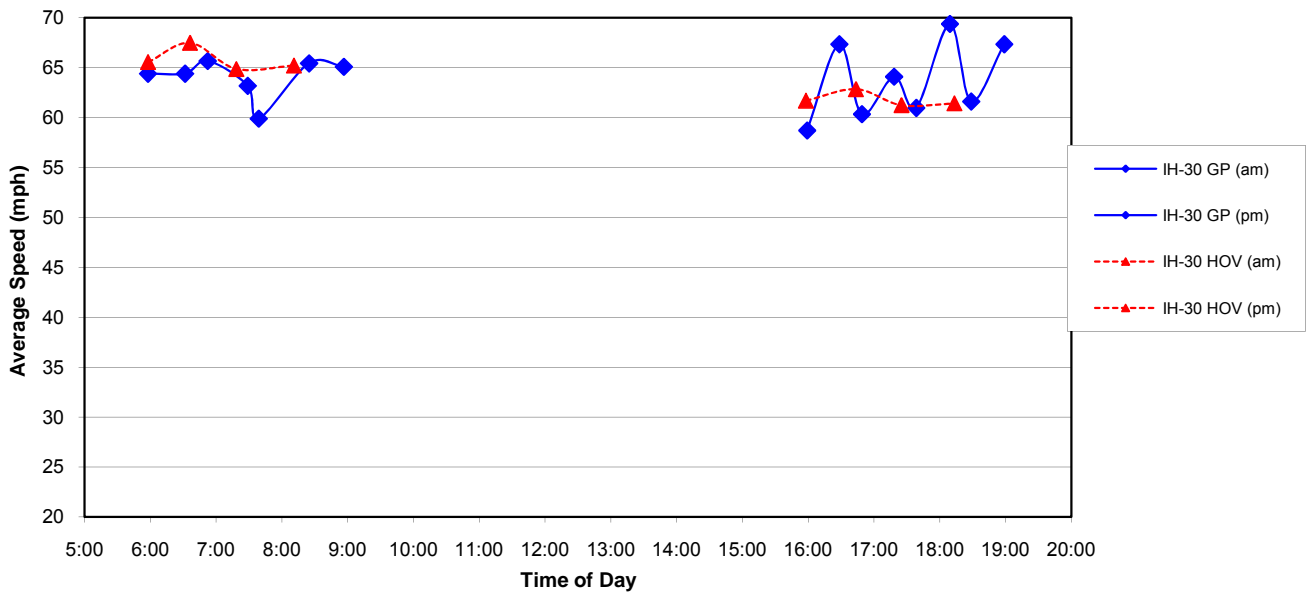
**Average Speed Comparison IH-30W vs. IH-20 Main Lanes,
Dec 07 - Jan 08**



Notes:

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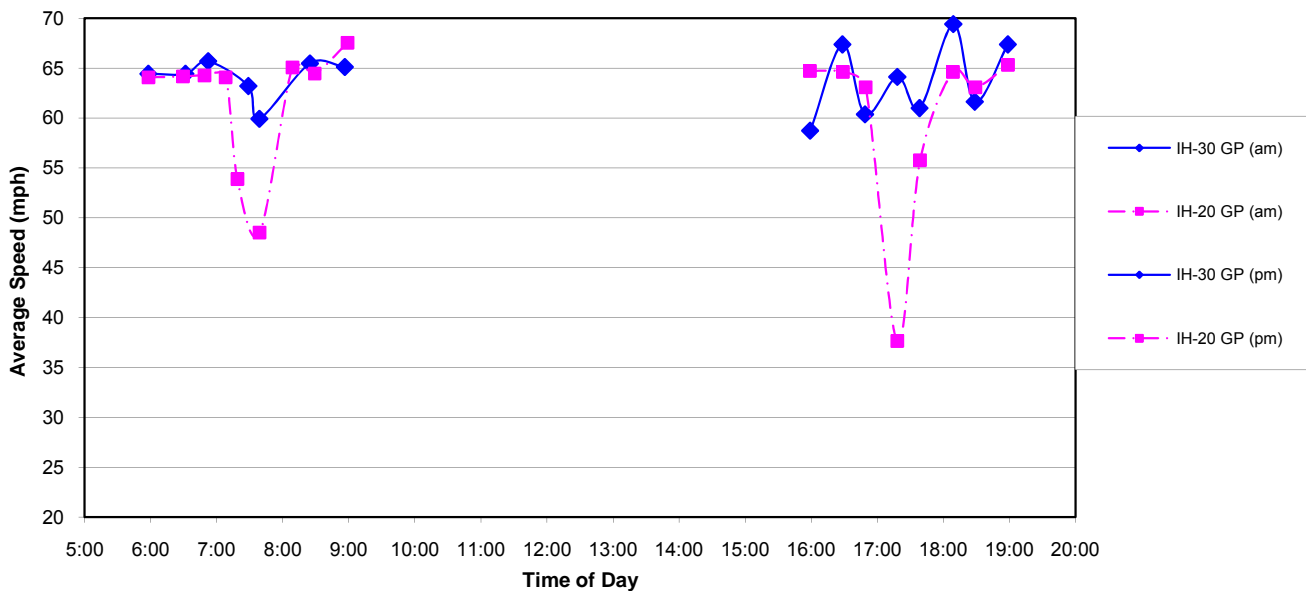
Average Speed Comparison IH-30W Main Lanes vs. Managed HOV Lanes, Apr 08



Notes:

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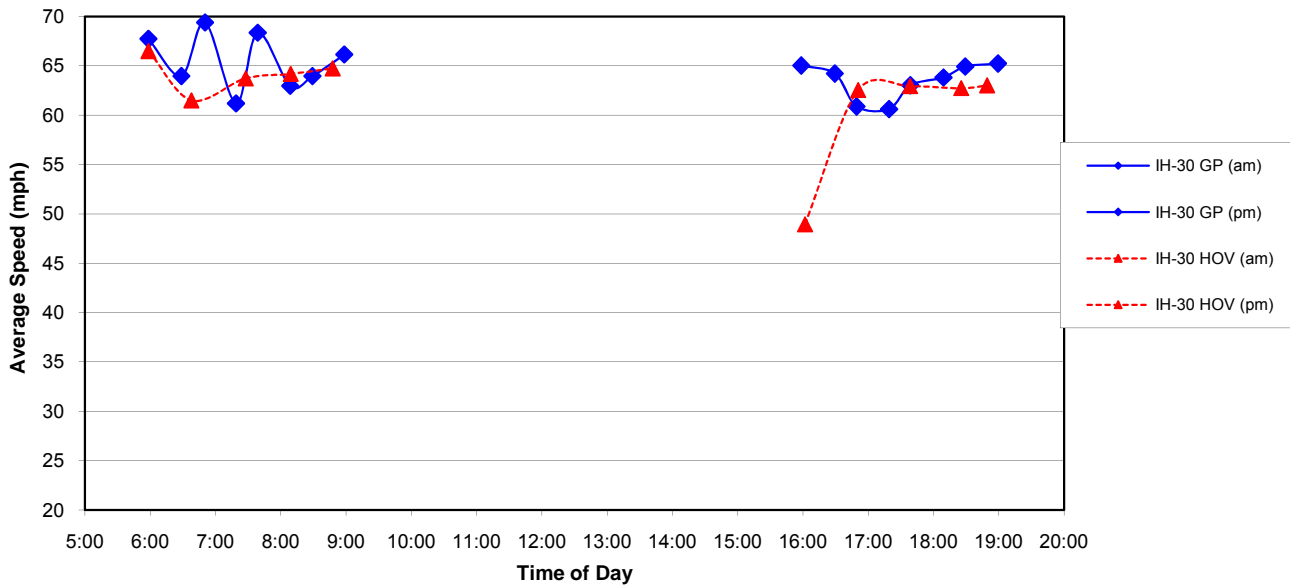
Average Speed Comparison IH-30W vs. IH-20 Main Lanes, Apr 08



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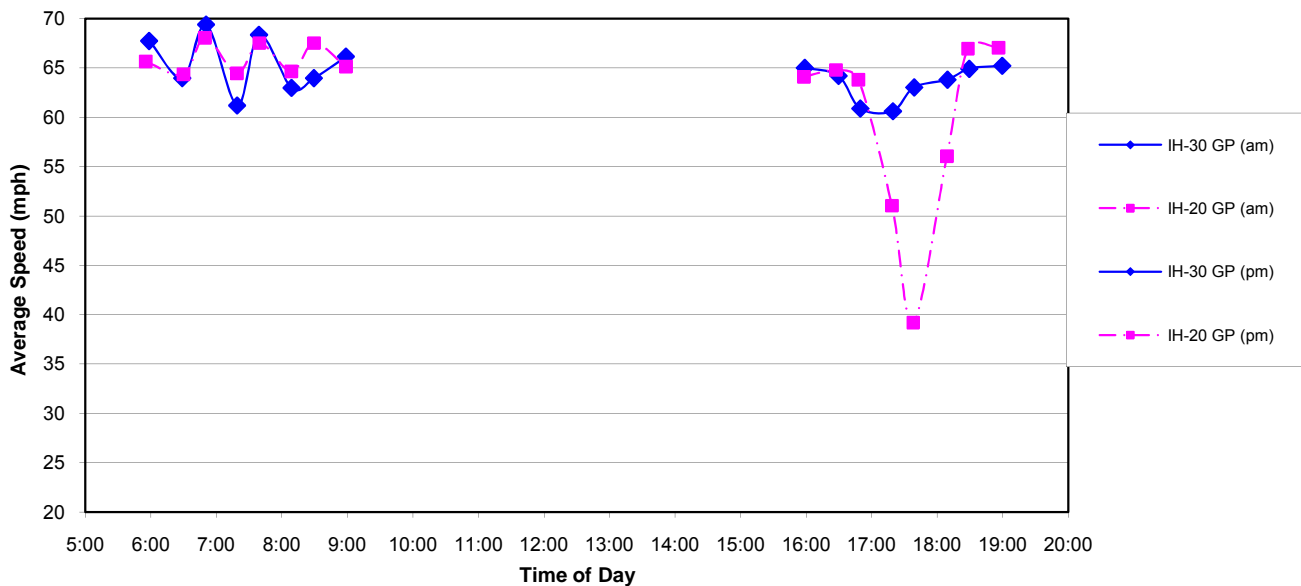
Average Speed Comparison IH-30W Main Lanes vs. Managed HOV Lanes, Jul 08



Notes:

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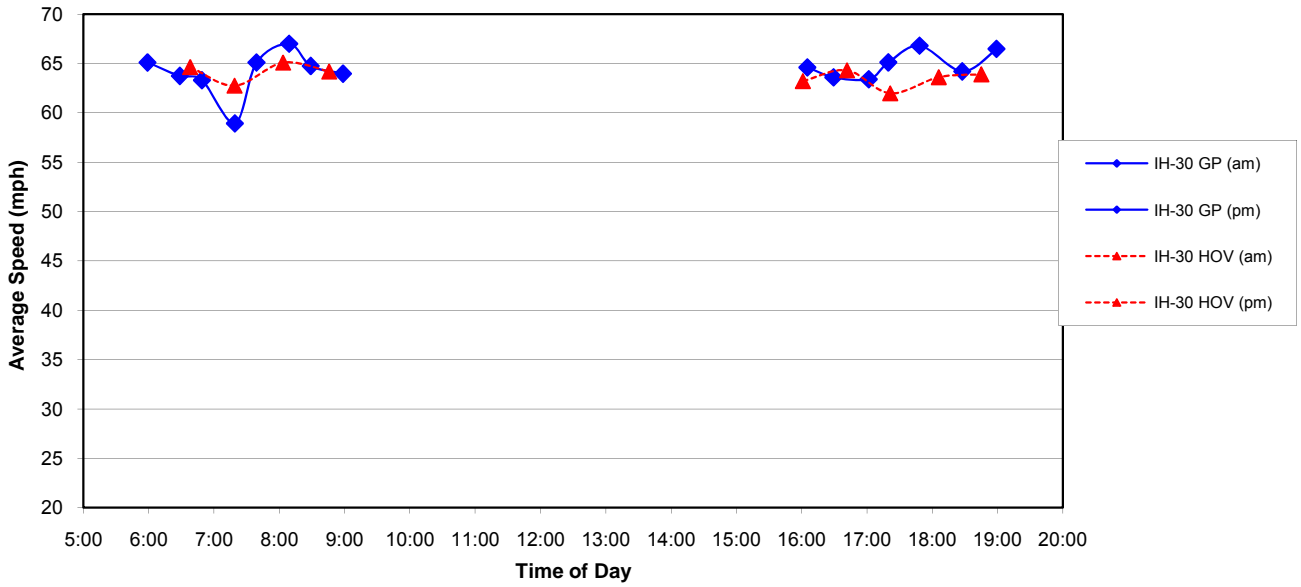
Average Speed Comparison IH-30W vs. IH-20 Main Lanes, Jul 08



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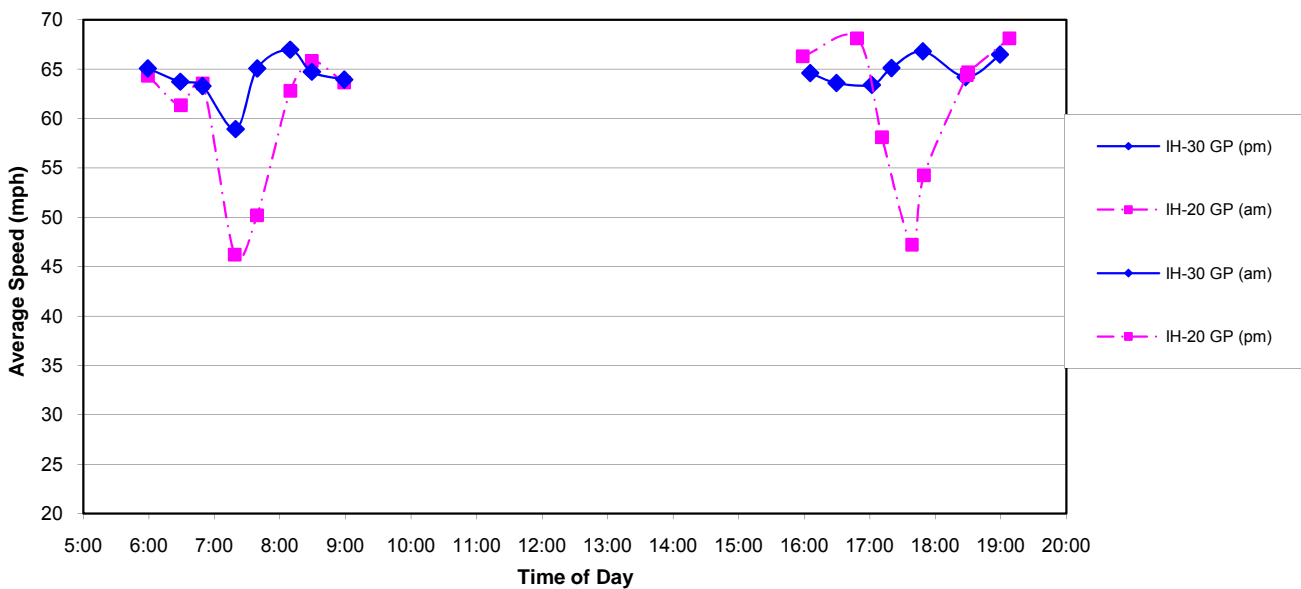
Average Speed Comparison IH-30W Main Lanes vs. Managed HOV Lanes, Sep 08



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Average Speed Comparison IH-30W vs. IH-20 Main Lanes, Jul 08



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