REGIONAL TRANSIT SCREENING PLATFORM

dvrpc

HIGHER FREQUENCY SCENARIO

Where is there potential latent demand for higher-frequency transit service? View results of how a regional travel demand model scenario in which all transit frequency is doubled.

Goal

The goal of the service frequency analysis was to compare the relative impacts of service frequency changes in different areas across the region, identifying places with the greatest potential latent demand for increased service.

Data Sources and Preparation

This analysis relied on DVRPC's regional travel model, TIM 2.3.

Methodology

The calibrated 2015 base year regional model was run to estimate baseline transit ridership. Another scenario was run to include transit service that operated at twice the existing frequency. This was done by adding an additional transit trip between every two existing trips in the baseline model. The difference between the two scenarios was determined by subtracting the base scenario ridership results from the 2x frequency results.

Results

The resulting ridership estimates are summarized by county, TAZ, and transit route. Results are relative. Since service frequency was doubled for the entire transit system at the same time, it is not possible to determine the direct impact of increasing service frequency on a single route. The results do not identify any potential latent demand for transit service to new areas because only the existing transit network was included in the analysis. Additional modeling work would be required for more specific results. Since the analysis compares results from a regionally calibrated model, it is best to use aggregate measures such as line level ridership, to examine the results.

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