

## SEMINAR

Friday, November 2, 2007

3:30 pm – 5:00 pm

3:30 pm: Refreshments

4:00 – 5:00 pm: Seminar, Room 4080 AIR Building

### DEVELOPMENT OF A FRAMEWORK FOR ROADSPACE REALLOCATION IN RELATION TO TRANSIT PRIORITY

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#### Abstract

The re-allocation of available roadspace to provide priority for transit is increasing at a rapid rate worldwide. The case for re-allocation of roadspace to transit is clear where service and passenger volumes are substantial. However at lower volumes, the need is less clear since the benefits to transit are small but the impacts on other road traffic large. This work summarizes the major elements of a research project aimed at defining a balanced framework for roadspace reallocation in relation to transit priority. The framework aims to clarify the trade-offs required in developing transit priority systems in a range of traffic circumstances and to provide a balanced allocation of road space based on the full range of impacts. In particular, the approach focuses on people travel and not vehicle travel. It utilizes advanced traffic micro-simulation approaches to better understand the on-road operational implications of alternative transit priority measures and develops a social cost benefit analysis framework to comprehensively value the benefits and costs of priority measures to transit and traffic travelers. The impacts on general road congestion and wider environmental, economic and social impacts are considered.

*Dr Sarvi joined Monash University in 2003. He worked as a research fellow in Tokyo University as the chief researcher of ITS research group of Social System Research Institute in Japan and as a transport analyst with the Hong Kong Transport Department. His research interests include traffic operations, transit modeling, traffic flow theory, micro simulation, transport modeling, and intelligent transport systems. Dr Sarvi has written over 50 articles in refereed journals, book chapters, and proceedings of refereed conferences*