

# Better Bus Network Redesign

TPB Technical Committee

Agenda Item 7

July 3, 2024



# Speaker Introductions

- **Al Himes**, Director, Office of Bus Service Planning and Scheduling
- **William Jones**, Program Manager, Office of Planning





# Building a Better Network

# Now is the Time to Redesign the Bus Network

**Buses are a major part of the region's transportation network, providing transit service when and where people want to travel and complementing the rail network.**



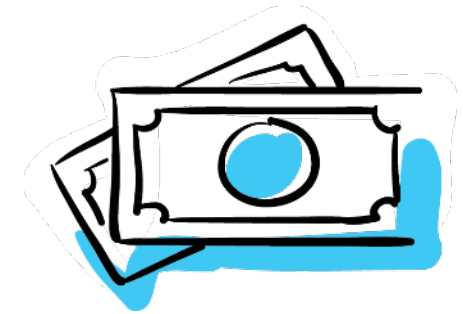
***Our region is growing***



***People's travel patterns are changing***

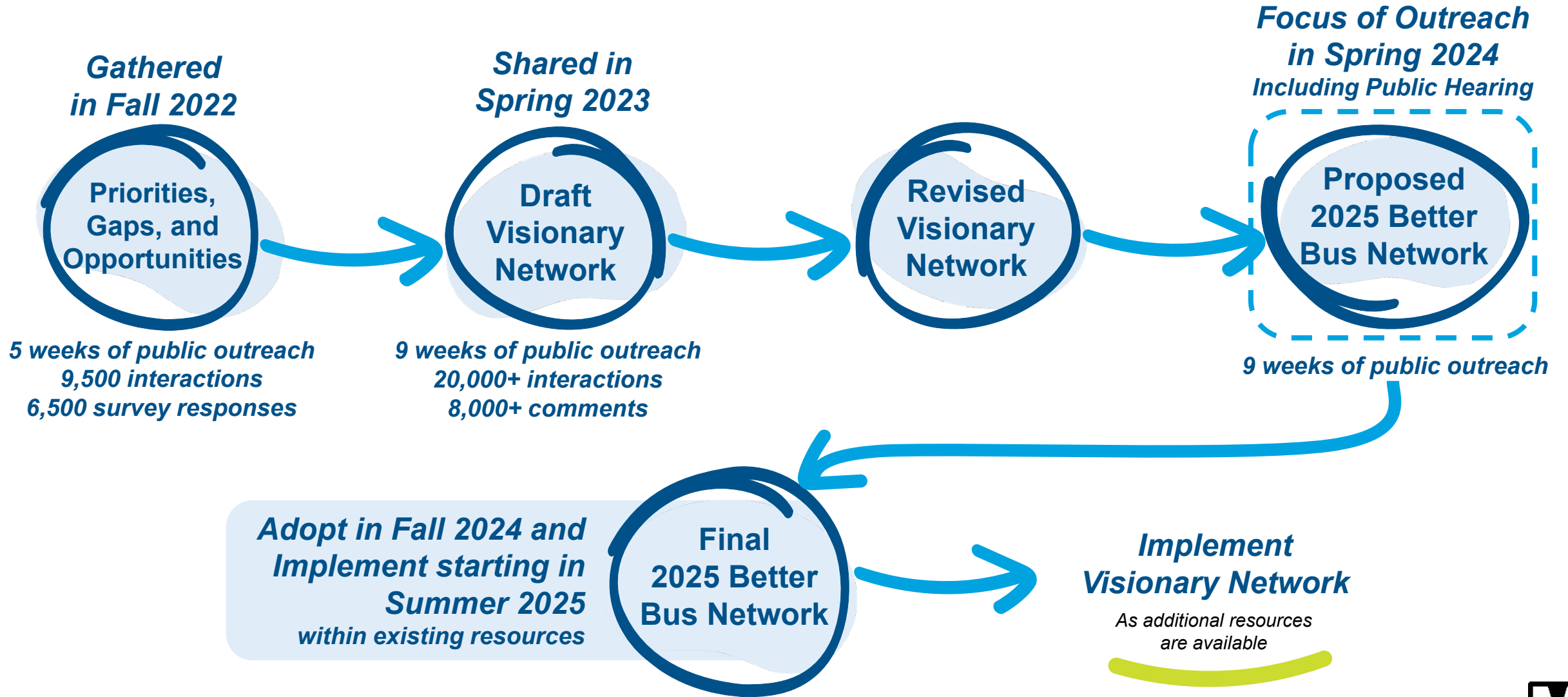


***Need to prioritize the customer experience***



***Need to use limited resources efficiently***

# The Region's Input Builds a Better Bus Network

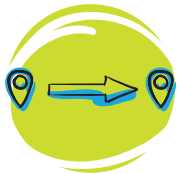




# The Proposed 2025 Better Bus Network Attracts More Customers Using the Same Level of Resources



- More frequent all day, all week service, including midday, evening, Saturday, and Sundays



- More connections to job centers, transit stations, hospitals and other places people want to travel



- More convenient and direct service, saving customers time and improving operations



- More reliable service using bus lanes
- New route names making the network more understandable

Could attract  
**13,000 more daily  
weekday trips** and  
avoid **4,300 metric  
tons of GHG  
emissions** a year



# With additional investment, the Visionary Network can improve access, frequency, and convenience and attract many more customers

- Provide at least **30-minute frequency throughout the day for most routes**
- Provide **30 new routes, including more connections between Metrorail branches and emerging activity centers**
- Create a **regionwide 24-hour bus network** including overnight connections to the region's airports
- Create even **more consistent frequent service all day and all week**



## Benefits to Customers and the Region from the Visionary Network\*

Attract **twice as many new customers** than the proposed 2025 network

Avoid **9,200 metric tons of GHG emissions** annually

Save **3x more time** on an average weekday for transit customers

Make an **additional 200k weekday trips** convenient to take on transit

Provide **access to 17k more jobs** within 60 mins on transit for residents of the region

\*Metrics compared to proposed 2025 Better Bus Network

# The Proposed 2025 Better Bus Network Delivers Customer and Operator Improvements



**Same level of resources as operated in FY24**



**Updated service design:**

*New routes and changes to routes and service times, building on Phase 2 outreach*



**Operator assignments**



**New route names**



**Bus stop consolidation**

*Eliminating some bus stop locations to be more efficient*

## Redesigned Network Built Based on Data

- Transit ridership
- Metrobus annual performance report FY19-23
- TheBus performance data
- Location Based Data (all trips CY19, CY22)
- COG Population and Job Data
- Metrobus Passenger Survey (2018)
- Census and American Community Survey
- Earlier comments on priorities and Visionary network





# Tradeoffs Are Required to Balance Competing Needs

Only so much can be achieved using currently available resources

*Because the Proposed 2025 Better Bus Network prioritized:*



*Consistent service levels throughout the day and the week*



*Providing better service in Equity Focus Communities*



*Making service faster and more direct*



*It resulted in:*



*Some areas having less-frequent service during rush periods*



*Reducing service in areas with low ridership*



*Some customers will have to travel further to get to a bus stop*

# Better Connects the Region and Improves Access to Better Bus Service

By linking people with jobs, destinations, and other transit modes, especially evenings and weekends



**12k more jobs** within 60 minutes on transit during the morning rush.

**4-6% more bus trips connect destinations** between the District, Maryland, and/or Virginia on weekdays

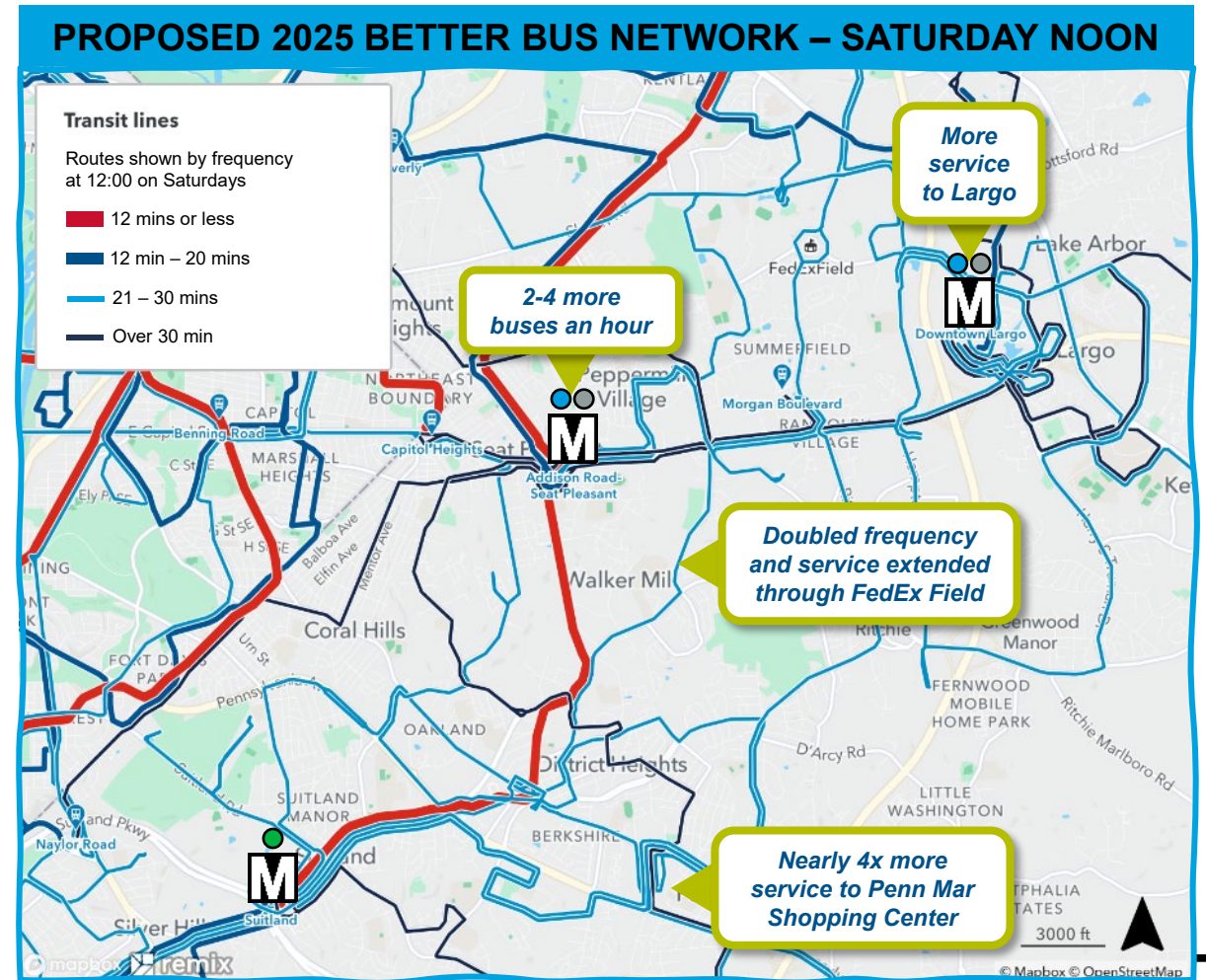


47% increase in the number of routes in the 20-min **frequent service network** (28 routes compared to 19 routes currently)

>146k residents will gain access to **high frequency service during evening hours** 7 days/week



More residents – especially people of color and residents of low-income households – will have **easier access to hospitals, colleges, and grocery stores** at all times of day.





# The Proposed 2025 Better Bus Network... *Advances Access to Opportunity*

For Equity Focused Communities (EFCs)



~14k residents of EFCs will gain access to high-frequency bus service during weekday AM rush



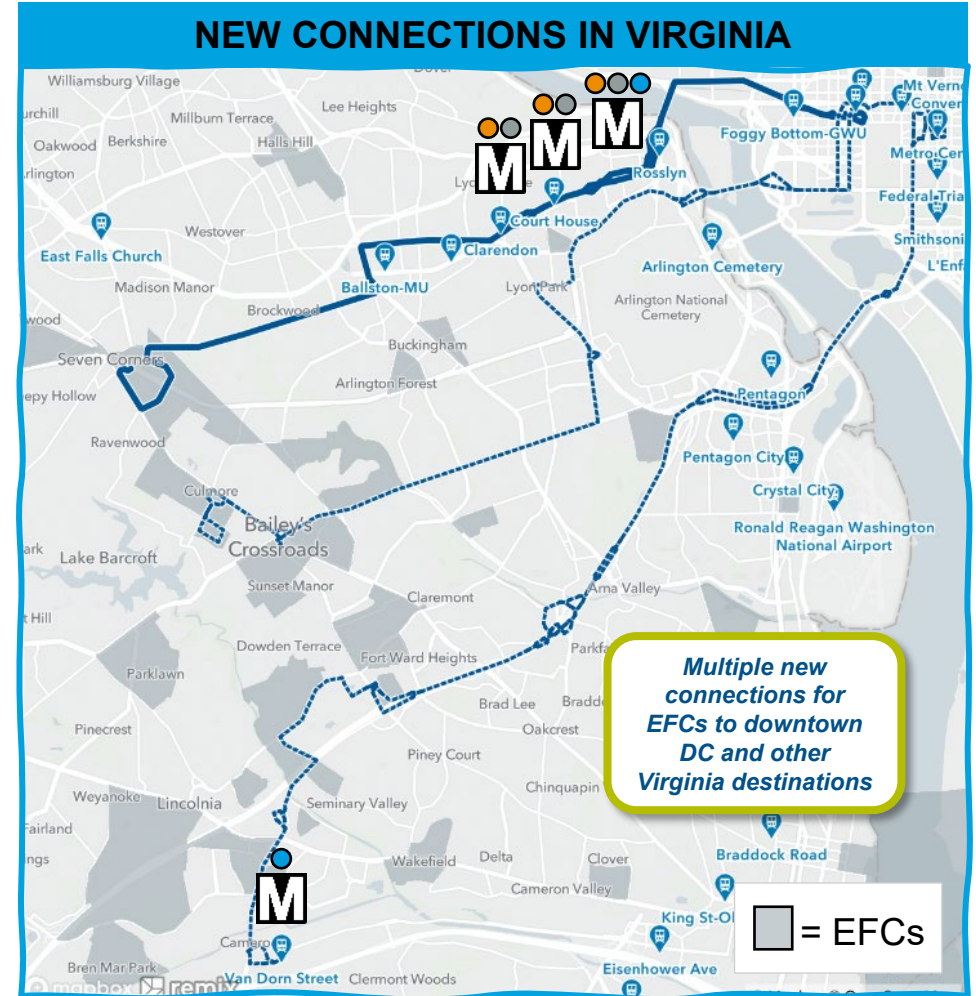
In Maryland, 31% more EFC residents will have access to high-frequency bus service in the AM rush

Across the region, residents of EFCs will have access to 8-9% more jobs during the AM rush.

5% more of the trips made by residents of EFCs will have a convenient transit option – higher than for the region as a whole



An additional 35k people of color will have access to a college during the weekday peak





# The Proposed 2025 Better Bus Network... *Makes the Bus More Convenient*

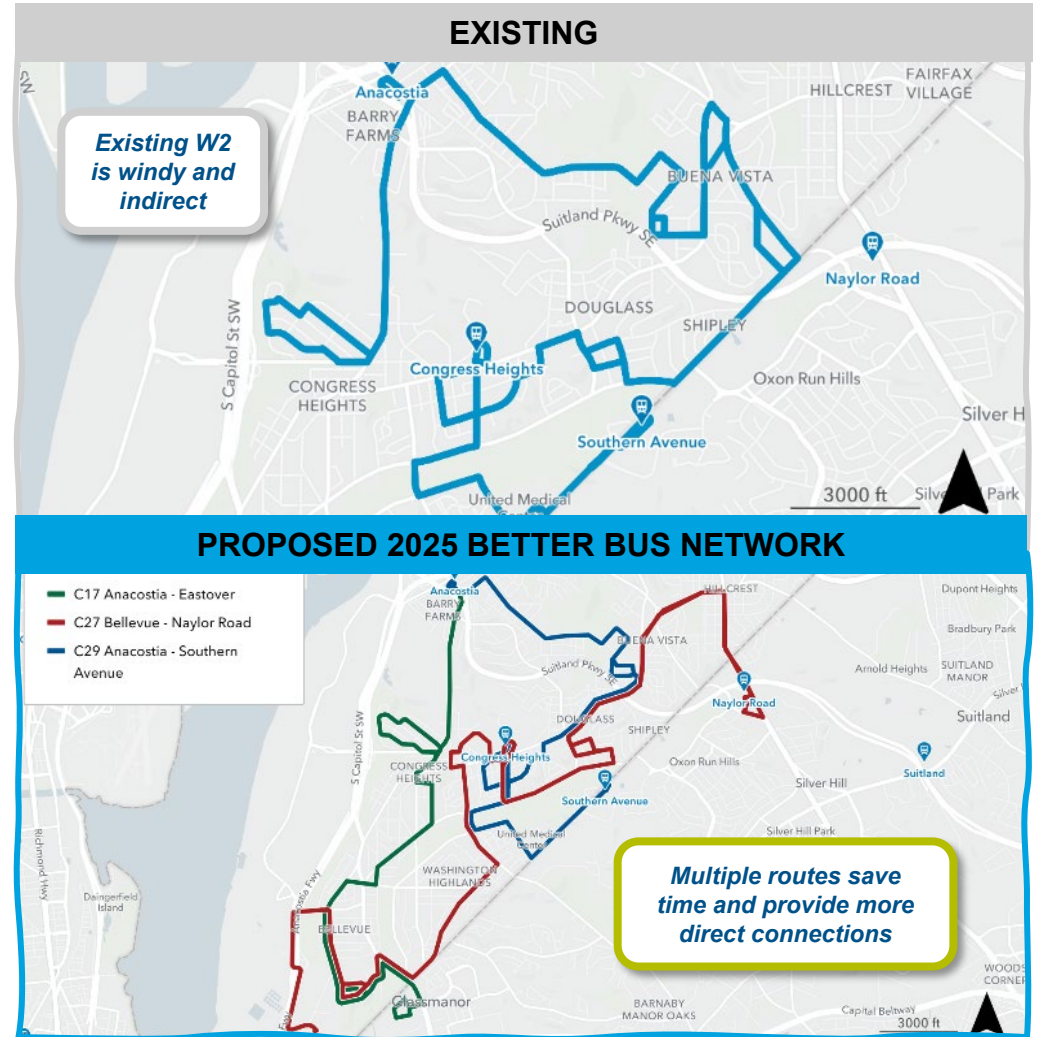
By creating more direct, easier to understand, and more frequent service

Save existing customers 10,000 hours every weekday

Routes are more direct to save time and avoid confusion

More than 140k people will now have access to service that comes at least every 30 minutes midday and weekends, as compared to service that comes less than twice an hour today

4% more of the trips made in the region will be convenient to take by transit, with biggest improvements during the weekday PM rush and evening





# The Proposed 2025 Better Bus Network... *Prepares us for the Future*

By creating the building blocks for the bus network the region and our customers need

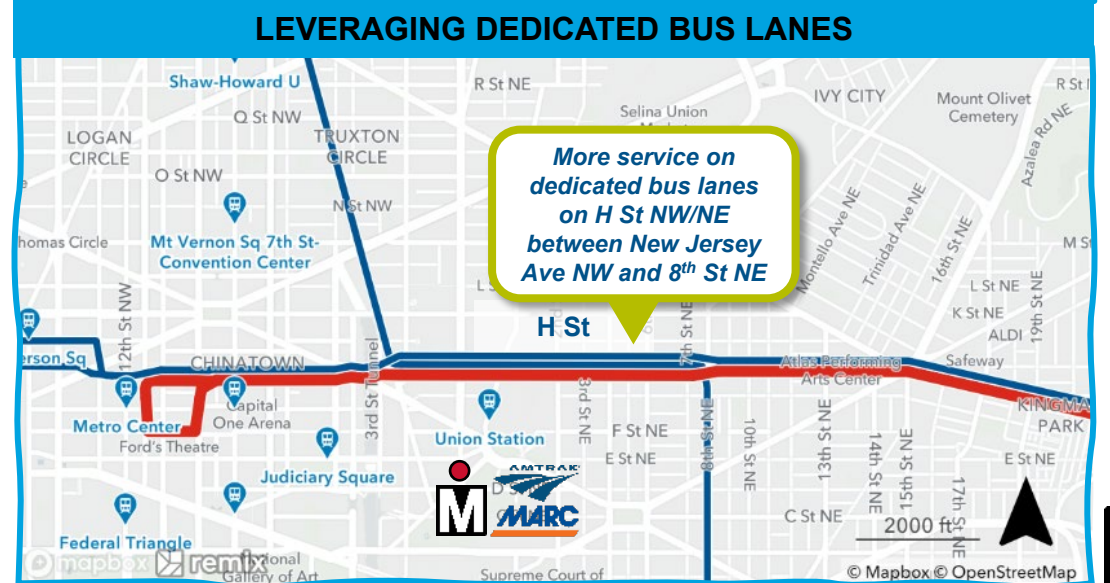
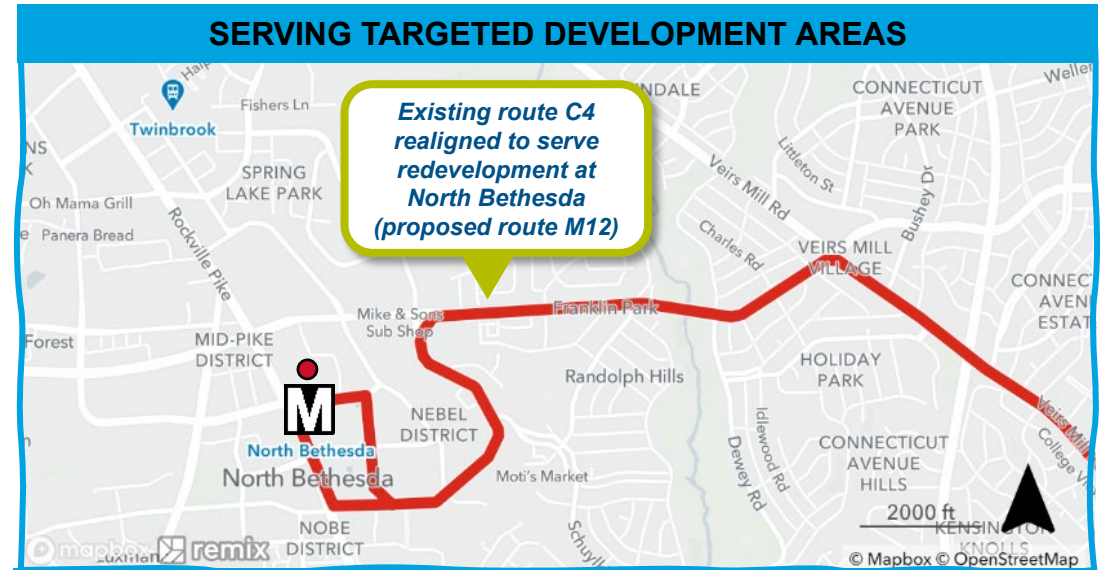


Supports recent and **planned growth in housing and jobs**

Provides more service on streets with **dedicated bus lanes** to help reduce emissions and limit congestion

Supports network that will complement existing and future high-capacity transit

Service is **scalable to achieve Visionary Network** as additional resources become available

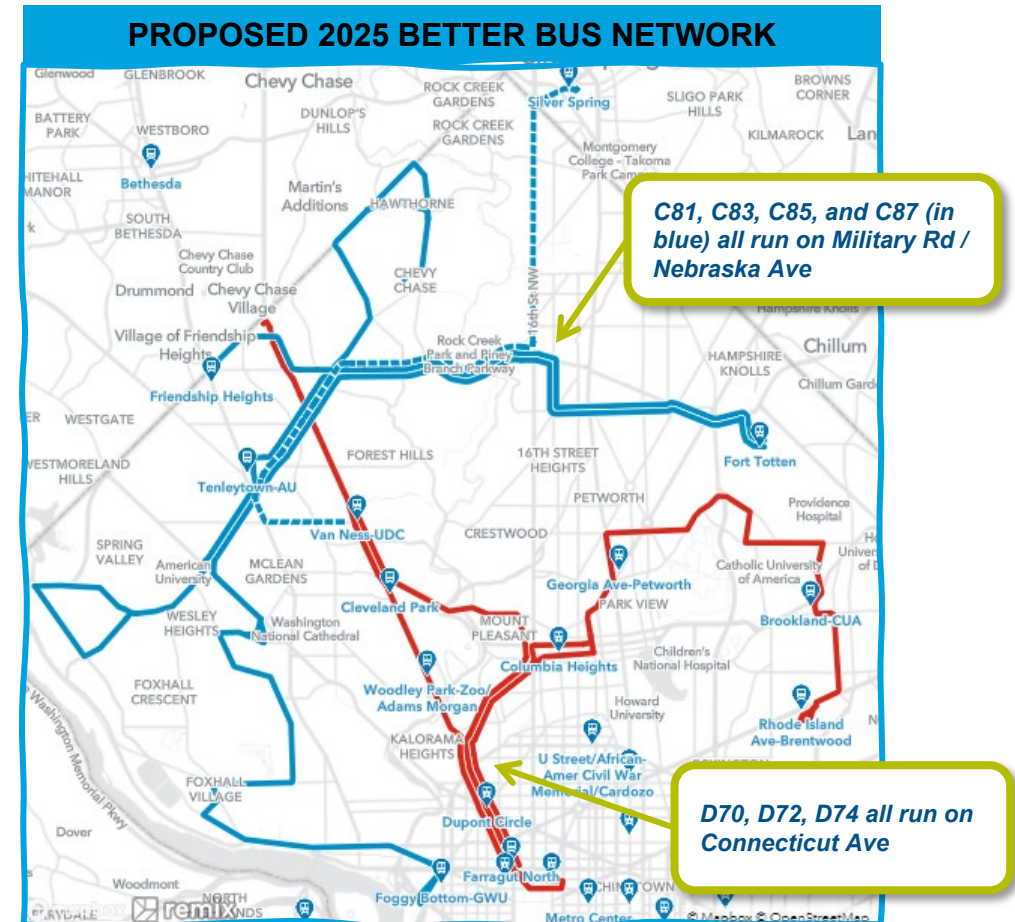


# The Proposed 2025 Better Bus Network... *Is More Intuitive and Easier to Understand*

By renaming bus routes to make a more consistent and legible system

## Approach to New Route Names:

- First character =
  - **D** (downtown routes) or **C** (crosstown routes) for DC
  - **M** for Montgomery, **P** for Prince George's
  - **A** for Arlington and Alexandria, and **F** for Fairfax County and Cities of Fairfax and Falls Church
- Second character = a number for route's corridor/neighborhood
- Third character = a number to distinguish it from the other routes or an X for limited stop
- Local providers can also apply this approach

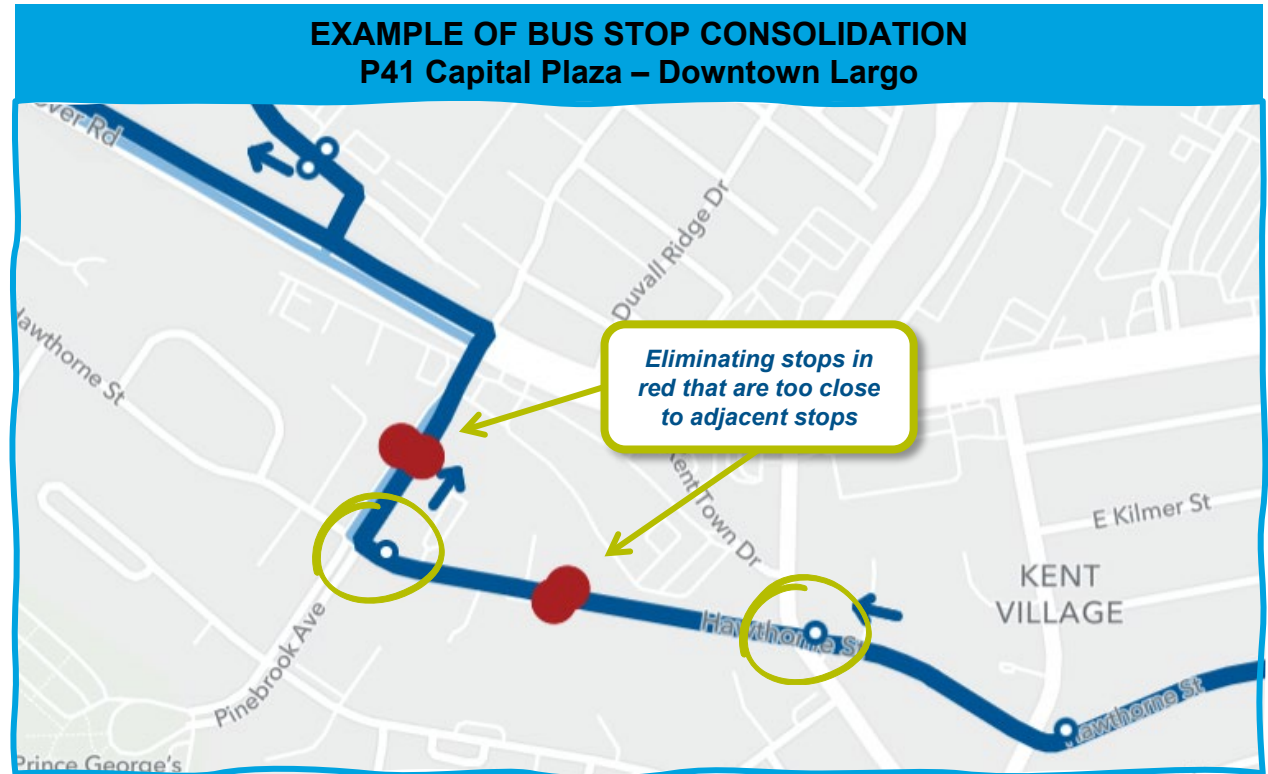


# The Proposed 2025 Better Bus Network... Creates *Faster, More Reliable Travel Time*

By eliminating some bus stops that are too close together

Eliminate 600+ bus stops (of 9,500 stops Metrobus uses) that:

- Are too close to the next stop, based on Metrobus service guidelines
- Have low ridership (boardings and alightings)
- Do not provide safe pedestrian access (sidewalks and crosswalks)





# Engagement Opportunities





# Multiple Opportunities to Provide Feedback

See [wmata.com/betterbus](http://wmata.com/betterbus) for the most current schedule of events



## Discovery Days



- One in **each state-level jurisdiction held mid-late June**
- Interactive “**expo**” to **learn about proposed network & provide feedback**
- **Separate** Public Hearing room
- **Additional** virtual Public Hearings

## Pop-Ups

- Targets high-change areas, high ridership, equity focus communities

## Ride-Alongs

- Focus on **high-change routes & areas not reached** by other events



# Online Opportunities to Explore the Routes

Discover the proposed 2025 Better Bus Network on the Discovery Hub at [wmata.com/betterbus](http://wmata.com/betterbus)



*Use the Map Library to Explore the Proposed 2025 Better Bus Network*



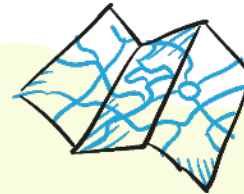
## Explore State Maps

Review all routes in the proposed 2025 Network for DC, VA, and MD



## Review Route Profiles

Review details for each route in the network



## View Neighborhood Profiles

See summaries of proposed changes by geographic area



## Learn About New Route Names

Understand how new route names were developed

# Online Opportunities to Share Your Input

Discover the proposed 2025 Better Bus Network on the Discovery Hub at [wmata.com/betterbus](https://wmata.com/betterbus)



*Share Your Input on  
the Proposed 2025  
Better Bus Network*



**Comment Using An  
Interactive Map**  
Leave route-by-route  
feedback on an  
interactive map



**Take a Survey**  
Tell us what you think  
of the proposed 2025  
Network





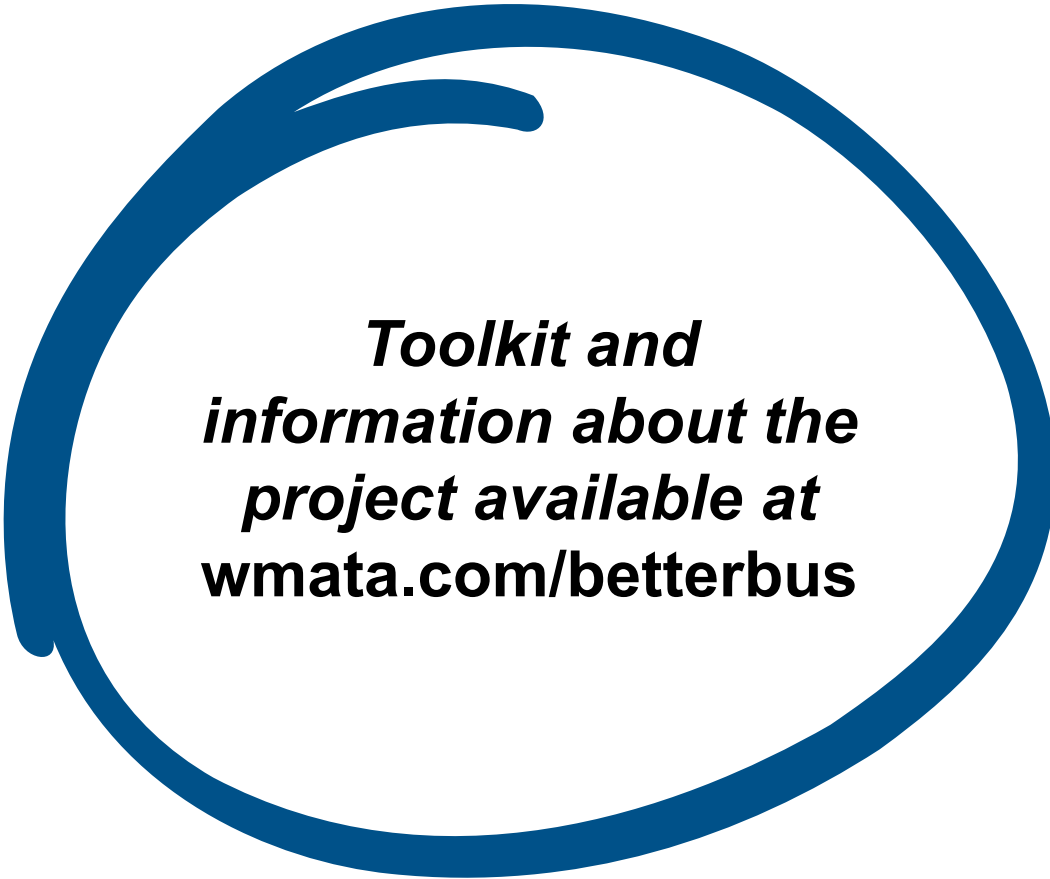
**Provide Written  
Comments**  
Leave a digital  
comment concerning  
the network



**Upload A  
Document**  
Share a document  
concerning the  
network

# Call to Action

-  Spread the word about the project with the Communications Toolkit.
-  Provide your feedback on the network.

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***Toolkit and information about the project available at [wmata.com/betterbus](http://wmata.com/betterbus)***

# Next Stop: Better Bus

- Feedback received from the public and various groups will help us to refine the 2025 Better Bus Network
- Share updated 2025 Network with the Board in fall 2024 for adoption



# Thank you!

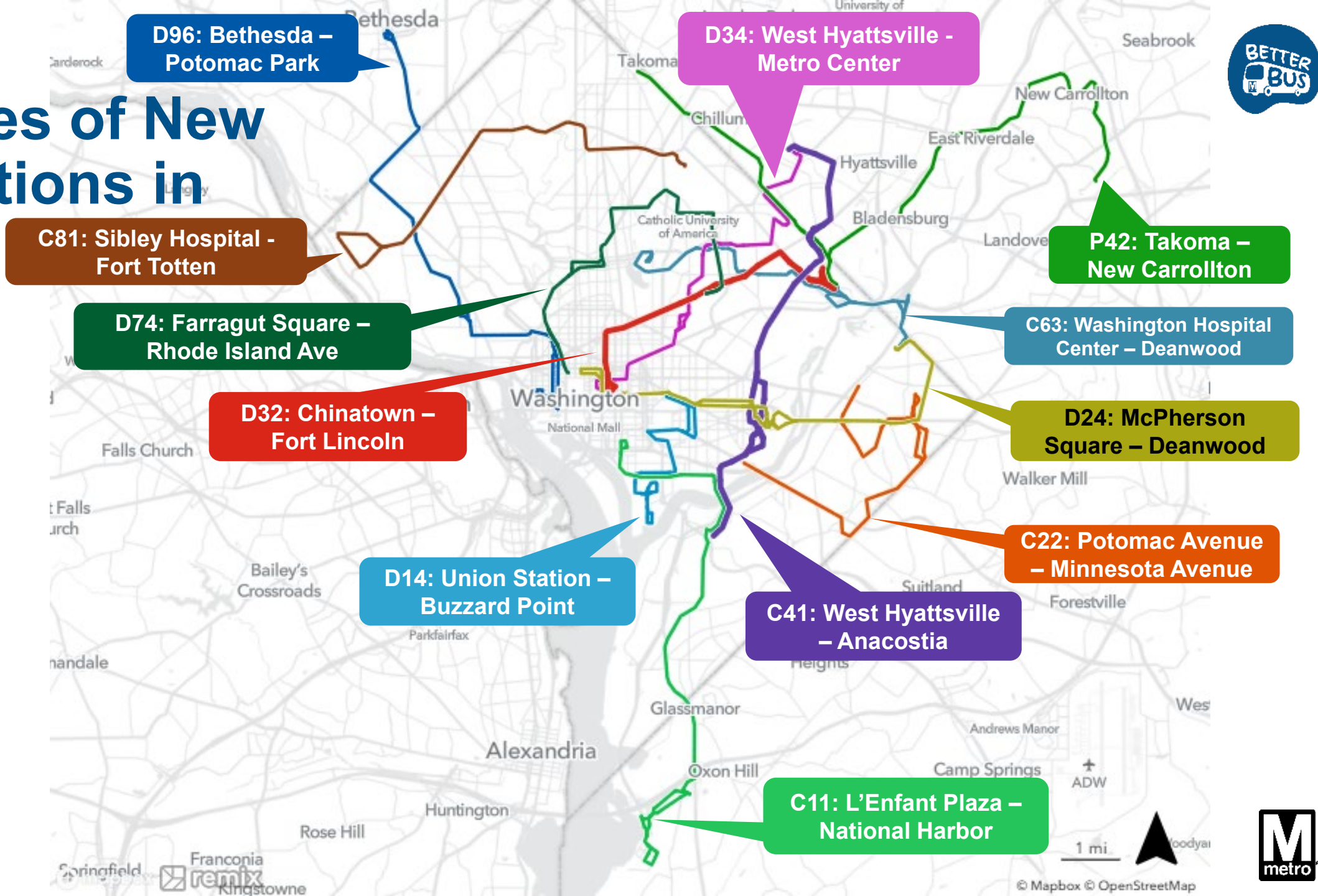
## Questions?





# Appendix: Examples of New Connections in the Proposed Network

# Examples of New Connections in DC







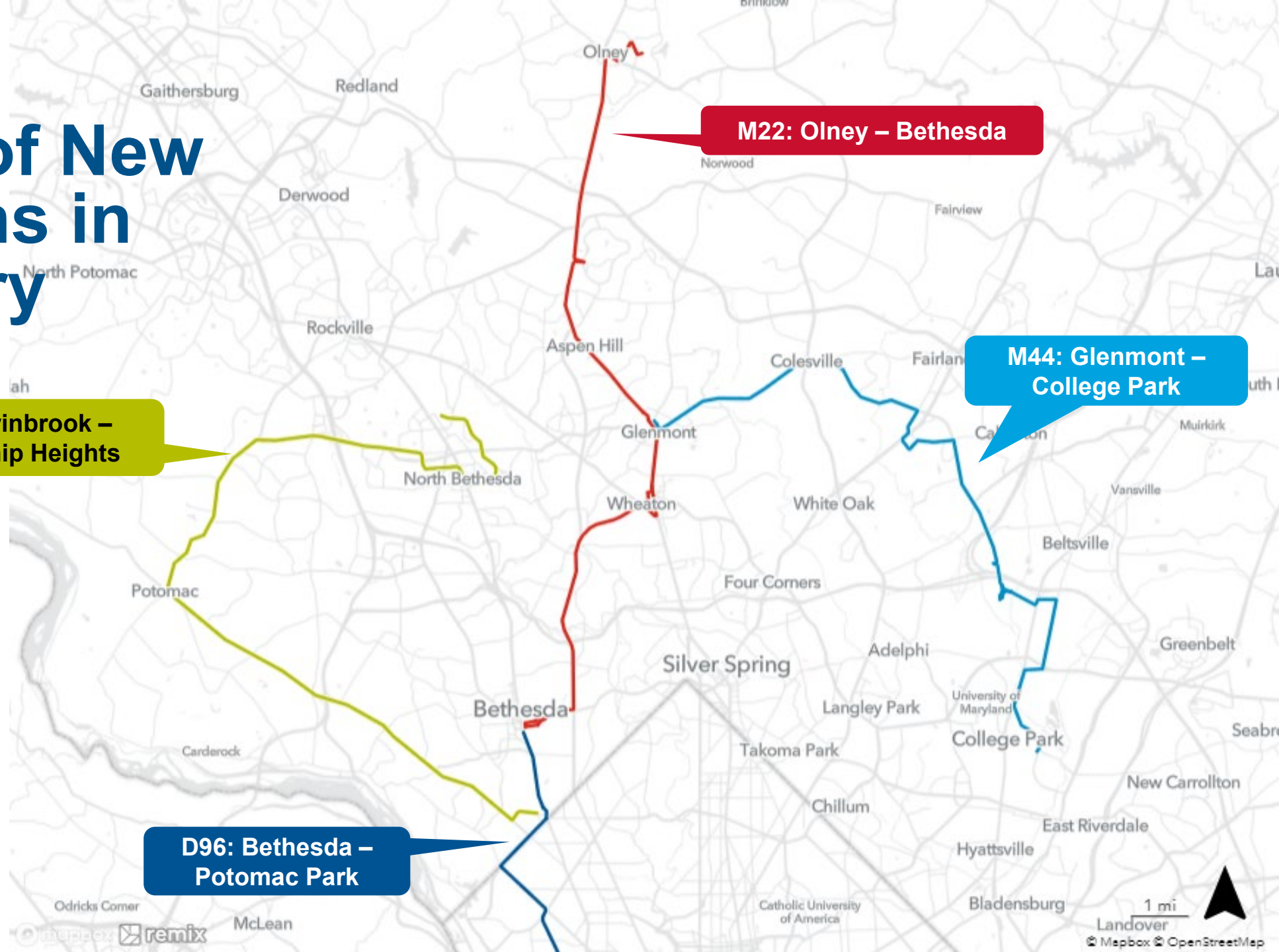
# Examples of New Connections in Montgomery

**M82: Twinbrook – Friendship Heights**

**M22: Olney – Bethesda**

**M44: Glenmont – College Park**

**D96: Bethesda – Potomac Park**



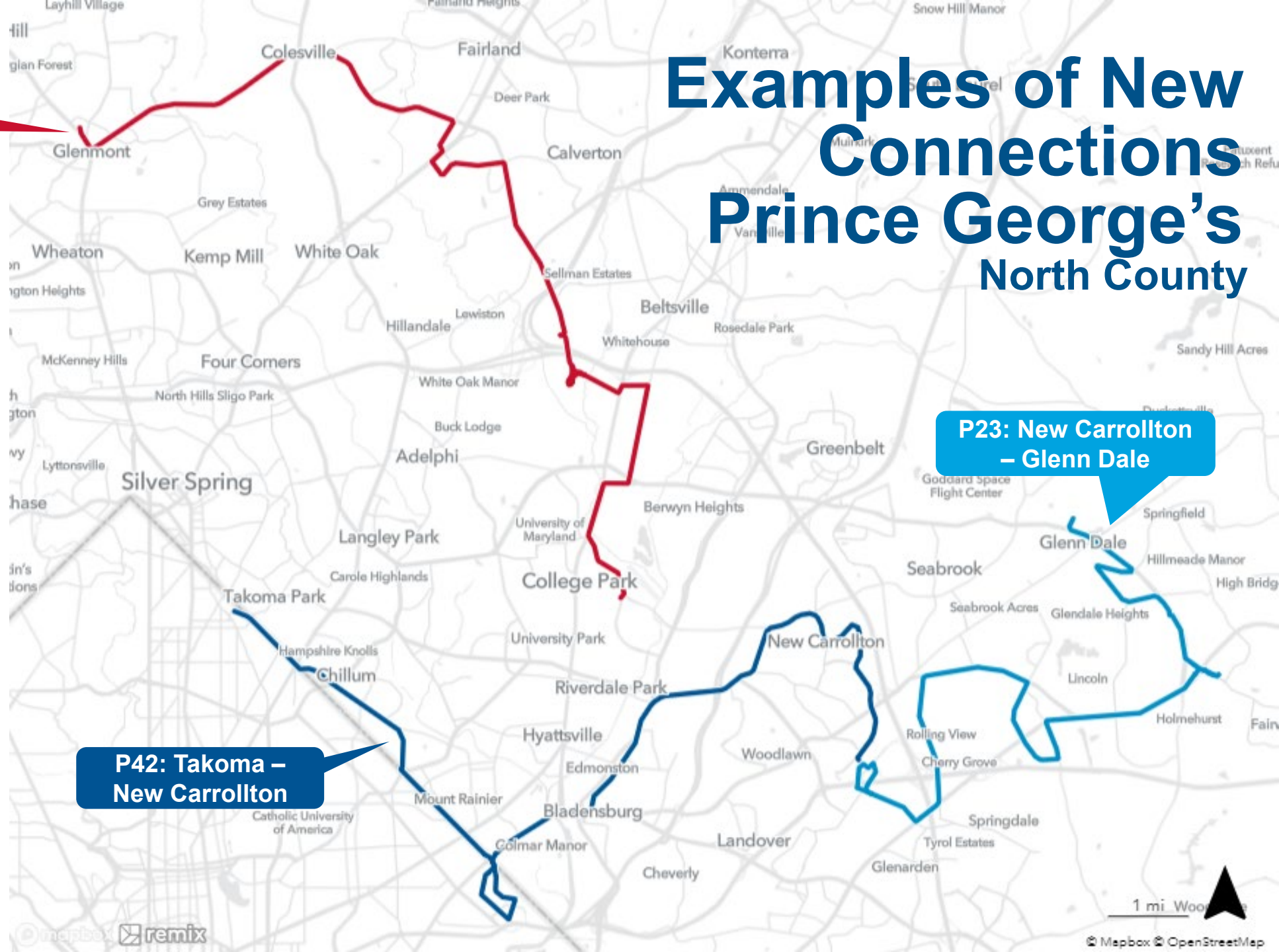


# Examples of New Connections Prince George's North County

**M44: Glenmont –  
College Park**

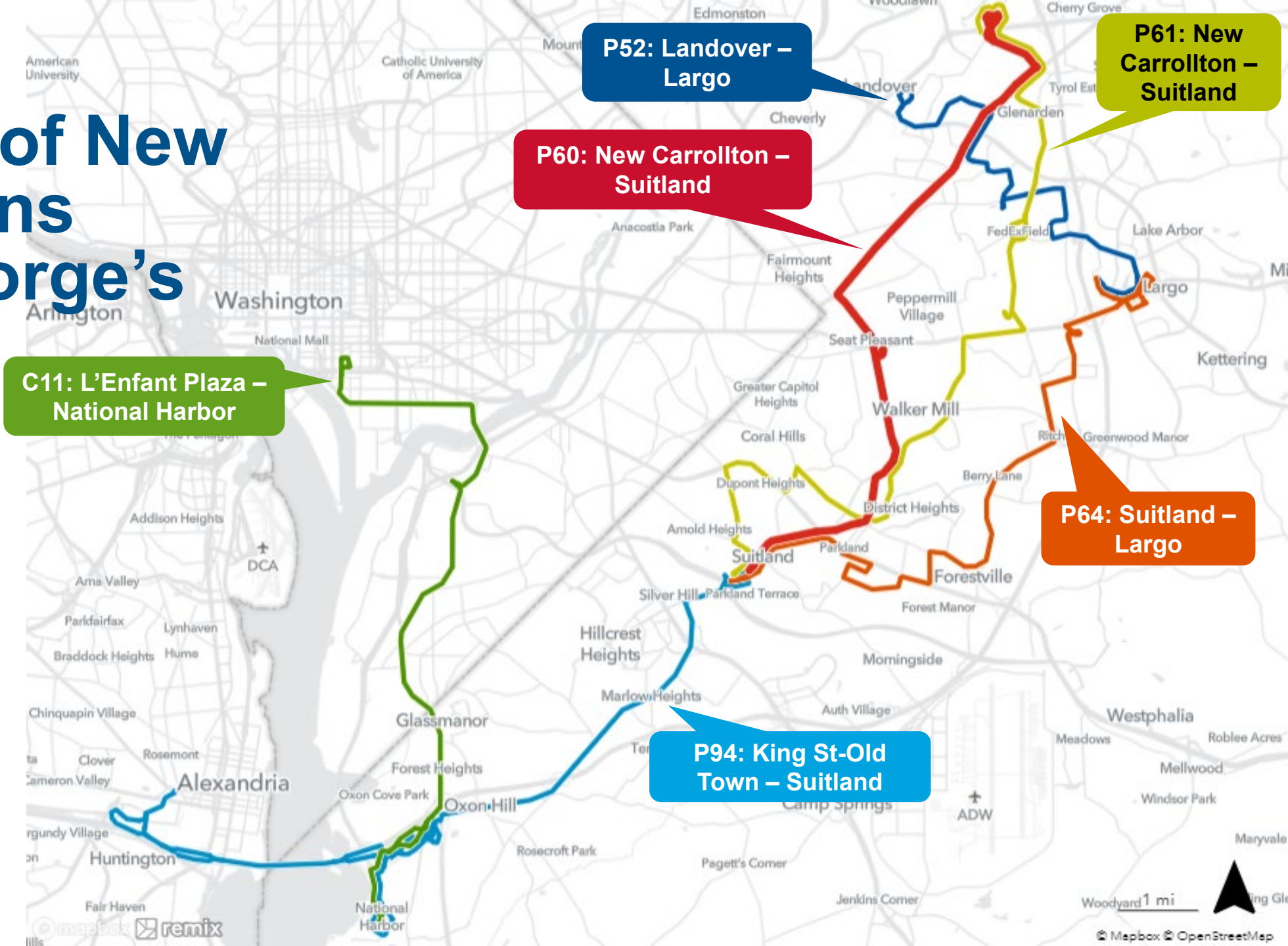
**P23: New Carrollton  
– Glenn Dale**

**P42: Takoma –  
New Carrollton**





# Examples of New Connections Prince George's South County





# Examples of New Connections in Virginia

**F64: GMU – McLean**

**F62: Dunn Loring - Rosslyn**

**F66: Culmore – Pentagon via Shirlington**

**A29: Van Dorn Street – Metro Center**

**A70: Tysons Corner Center – Potomac Yard**

**A58: Seven Corners Transit Center - Farragut Square**

**A71: Ballston – King St**

