



TPB ENDORSED INITIATIVES: FINDINGS OF THE REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

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TPB Technical Committee
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Review of the process

- At the end of last year, the TPB endorsed seven regional initiatives after working through a year-long process with its Long-Range Plan Task Force (LRPTF)
- The board is interested in how to monitor and encourage the implementation of projects, programs, and policies that support the initiatives
- TPB subcommittees were tasked with conducting discussions and soliciting feedback from members for near and long term future implementation
- The Regional Public Transportation Subcommittee (RPTS) conducted a survey and held several discussions in the development of these recommendations for the initiatives



Initiatives tasked for the RPTS

- **Regionwide Bus Rapid Transit (BRT) and Transitways:** BRT, transitway, and streetcar routes that are in jurisdictions' plans but not yet in the TPB's long-range plan would be added at various locations throughout the region
- **Access Improvements to High-Capacity Transit Stations:** This initiative would add better bicycle and pedestrian access high capacity stations (Metrorail, commuter rail, light rail, streetcar, and BRT)
- **Metrorail Core Capacity Improvements:** This initiative includes running eight-car trains exclusively on all Metrorail lines—replacing six-car trains entirely. It would also add a second Rosslyn station, and a new rail line across the Potomac River connecting the District and Virginia through Georgetown to Union Station towards Waterfront



Regionwide Bus Rapid Transit (BRT) and Transitways

Subcommittee Feedback

- Promote the concept of moving people instead of personal vehicles, through funding and cooperation among agencies with relevant jurisdiction (i.e. city or state DOTs)
- A regional report card on the operational performance of the public transit systems making an assessment of ridership and cost effectiveness
- Creating a regional metric for density, enabling the standard to be placed against future planning transit investments in BRT. (Density in this case refers not only to land use but also ridership and transit service)
- Fund and complete a Regional Bus Priority Plan to help prioritize future investments and speed up planning, design, and implementation

Recommendation

- Identify a definition of density (transit service, ridership, and land use) in the region as a standard for the feasibility of BRT.
 - Creating such a regional standard enables the ability to measure progress in the development and implementation of BRT corridors
 - This regional standard allows for a mapping out of potential BRT corridors for future planning and implementation
 - The regional standard will ensure BRT remains reliable, convenient, and fast compared to traditional bus routes
 - The creation of this regional standard should consider the plans of jurisdictions



Access Improvements to High-Capacity Transit Stations

Subcommittee Feedback

- Existing local roadway networks and land uses, institutional and jurisdictional barriers, funding and prioritization challenges impede network multimodal activity (bus, bicycle, pedestrian, and auto)
- Examine best practices to deconflict pedestrian and bus interactions, thereby increasing safety and operational reliability
- Prioritize station studies that recommend improvements to network connectivity, for all modes, and encourage regional coordination of operations
- Better communication and coordination between transit operating agencies, resulting in smoother transfers within the network



Recommendation

- Regional transit operators should prioritize the functionality of high capacity transit stations for better connectivity of all modes
 - Regional agencies should prioritize improvements to the efficiency of transit stations, resulting in improved reliability of buses, but particularly beneficial to pedestrians
 - Efficient stations allow for optimal multimodal transfers from system to system throughout the region
 - One component of improving the functionality of high capacity transit stations should be improving safety in and around the station, particularly for pedestrians and cyclists



Metrorail Core Capacity Improvements

Subcommittee Feedback

- An examination of best practices concerning fare structures and fare discounts on public transportation systems is needed; multiple agencies (NY, Boston) have implemented such programs.
- Provide assistance for low income and young adult (not in college) populations
- Possible incentive for reverse commute during peak hours



Summary of Recommendations

- **Regionwide Bus Rapid Transit (BRT) and Transitways**
 - Identify a definition of density (transit service, ridership, and land use) in the region as a standard for the feasibility of BRT
 - Providing a tangible metric for tracking the deployment of future BRT corridors
- **Access Improvements to High-Capacity Transit Stations**
 - Regional transit operators should prioritize the functionality of high capacity transit stations for better connectivity of all modes
 - Providing optimal multimodal transfers, improving system reliability, and ensuring the safety of pedestrians and cyclists



Next Steps

- Provide input for TPB during a work session at November 16, meeting by committee chairperson
- TPB resolution for regional action proposed for adoption at December meeting



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