

MWCOG BUS LANE ENFORCEMENT STUDY



MWCOG Regional Public Transportation Subcommittee
May 31, 2017

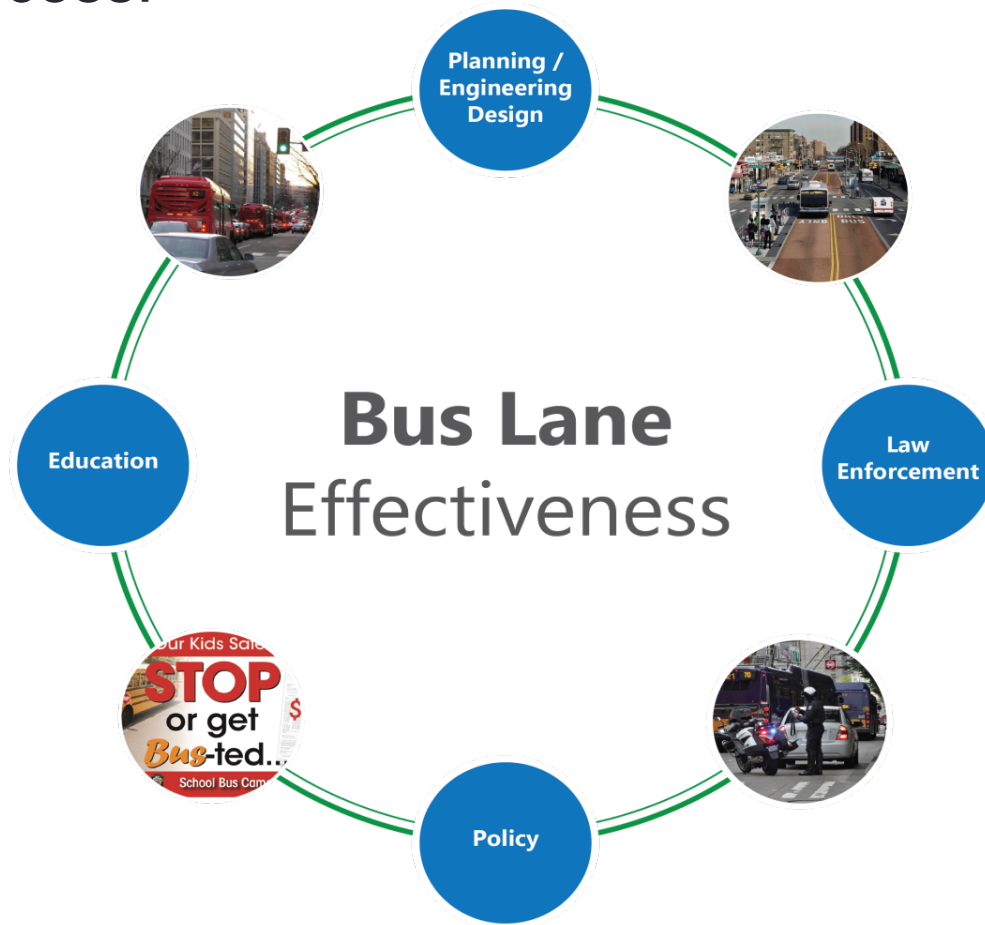
Bus Lanes Gaining Popularity as Congestion Increases in the National Capital Region



Bus Lanes: "Help" or "Hype?"

Project Summary

- Bus lanes have been gaining popularity, however there are mixed results with their success:



Identifying Success

- Effective Planning
- Physical Design Considerations
- Bus Operations
- Enforcement
- Outreach/Education Strategies
- Legislative Actions
- Policy
- Monitoring



Project Overview: Goals

- Identify strategies for effective bus lane management related to:
 - Enforcement (police, camera, etc.)
 - Legislation
 - Education and outreach
 - Stakeholder coordination
- Developing strategies for local jurisdictions: tailored approach
- Short-term implementation plan
- Benefit-Cost Analysis (Assessing Value)

Project Overview: Approach

Information Gathering

- Literature Review and Agency Interviews (national)

Local Application

- Local Agency Interviews

Legislative Strategies

- Review of local and national bus lane enabling legislation

Educational Campaign

- Transit education campaign case studies (national)

Implementation Plan

- Review best practices from research and interviews

Benefit-Cost Analysis

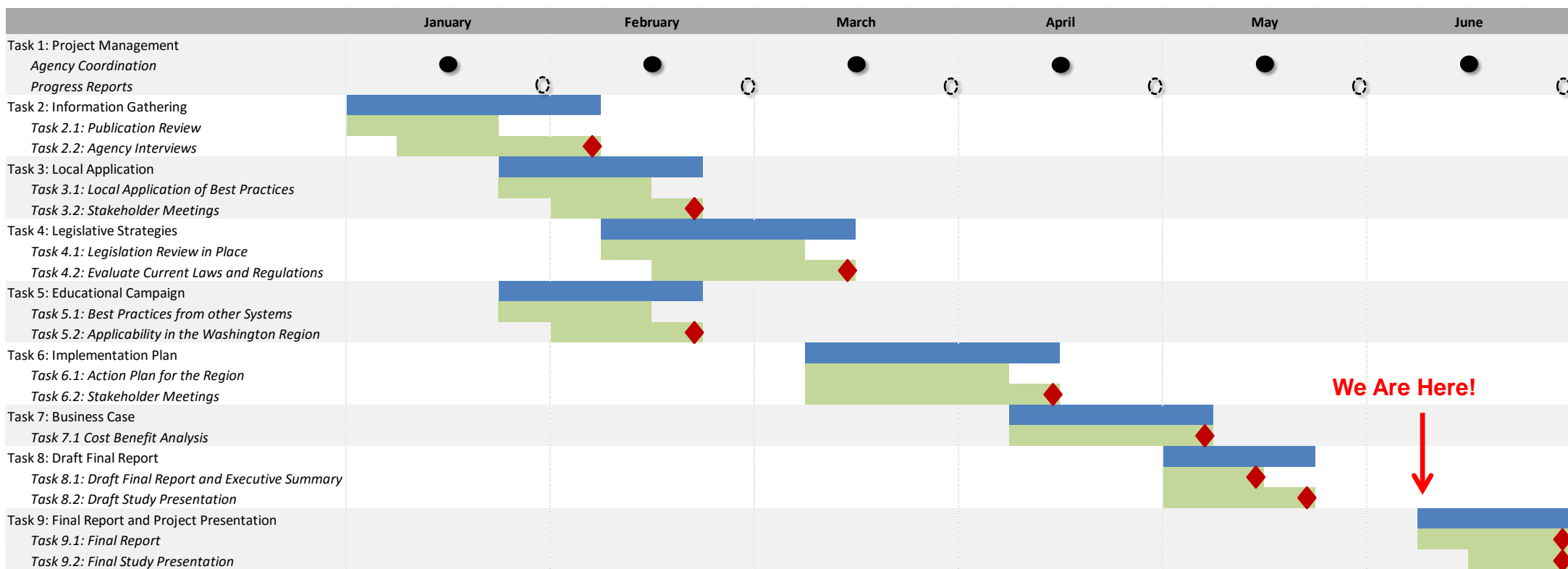
- General process and a framework for assessing the benefits of bus lanes

Final Report

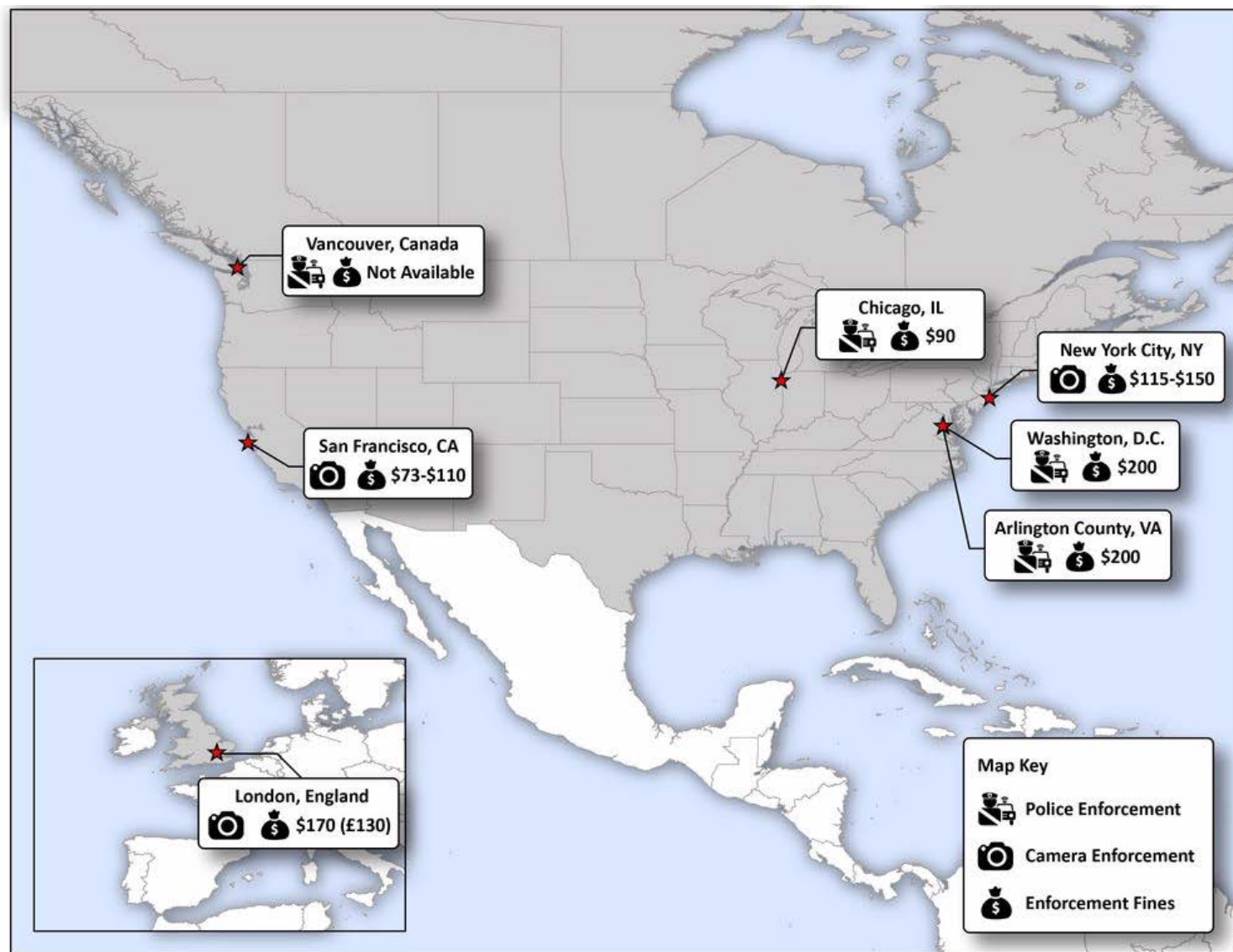
- Bus lane management best practices
- Implementation Plan

Project Schedule

- Key deliverables and target dates:
 - Draft final report submitted on May 26th, 2017
 - Final report and project presentation: June 2017



State of the Practice Review



Local Application: Agency Interviews

Interviewed Jurisdictions	Current/Planned Bus Lane
City of Alexandria, VA	<i>Crystal City Potomac Yard Transitway (in operation)</i>
	West End Transitway
	VA 7 BRT
Arlington County, VA	<i>Crystal City Potomac Yard Transitway (in operation)</i>
Montgomery County, MD	US 29
	MD 586
	MD 355
Fairfax County, VA	US 1 BRT
	VA 7 BRT
Washington, DC	<i>Georgia Avenue NW (in operation)</i>
	H Street and I Street NW
	16 th St NW
Baltimore City, MD	<i>Lombard Street and Pratt Street (in operation)</i>

Key Findings (Stakeholder Coordination)

- Interagency coordination is essential in the planning, design, construction stages, but also in the operational phase
- Many bus lanes will cross jurisdictional boundaries
 - The sponsoring agency must take the lead to identify key stakeholders and their role throughout the life-cycle of the bus lane
- Issues of concern that could require communication and collaboration are:
 - Curbside management
 - Freight routing and loading
 - Bike lanes
 - Taxi stands, valet parking/drop off, shuttles

Key Findings (Enforcement)

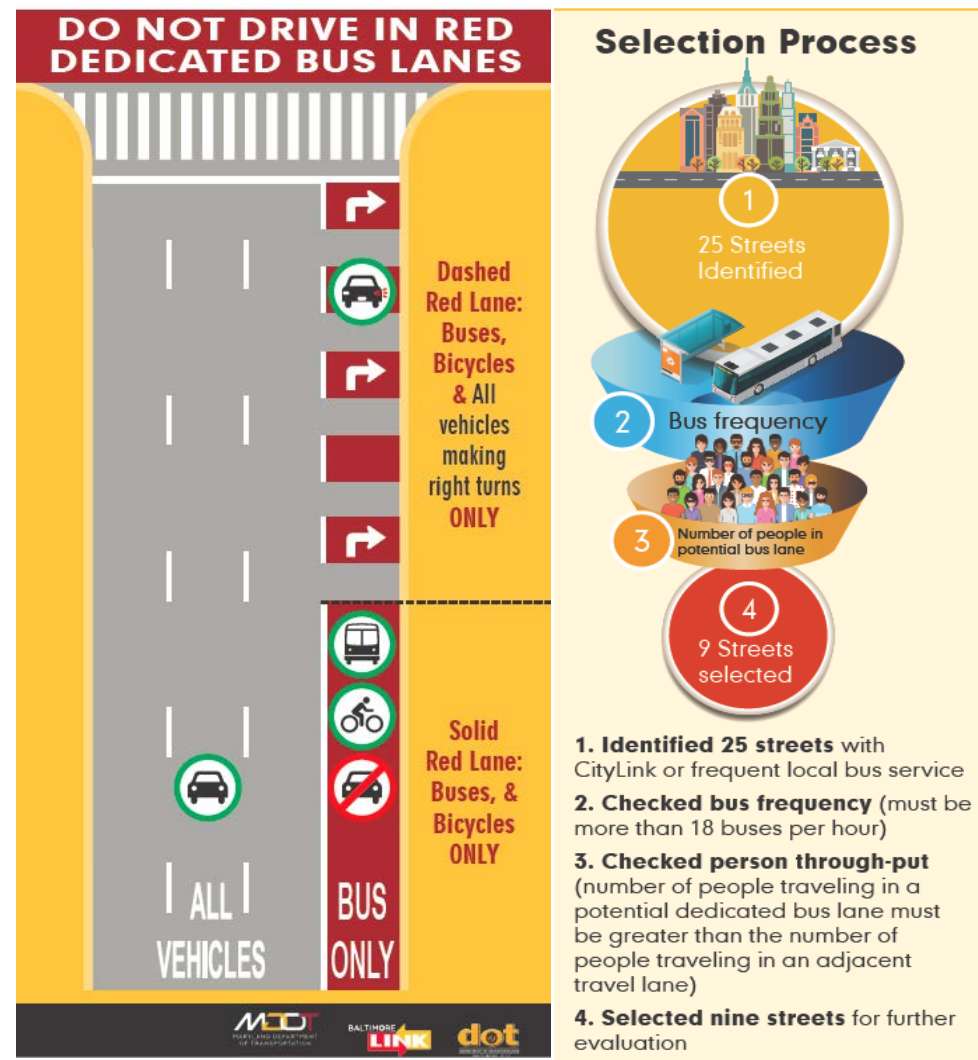
- Limited enforcement increases violation rates
- Automated enforcement and red paint found to be effective
- Police enforcement could be challenging due to:
 - Limited resources
 - Conflicting priorities
- Higher compliance (“*effectiveness*”):
 - Proper signage
 - Education
 - Some level of enforcement

Key Findings (Legislation – Camera Enforcement)

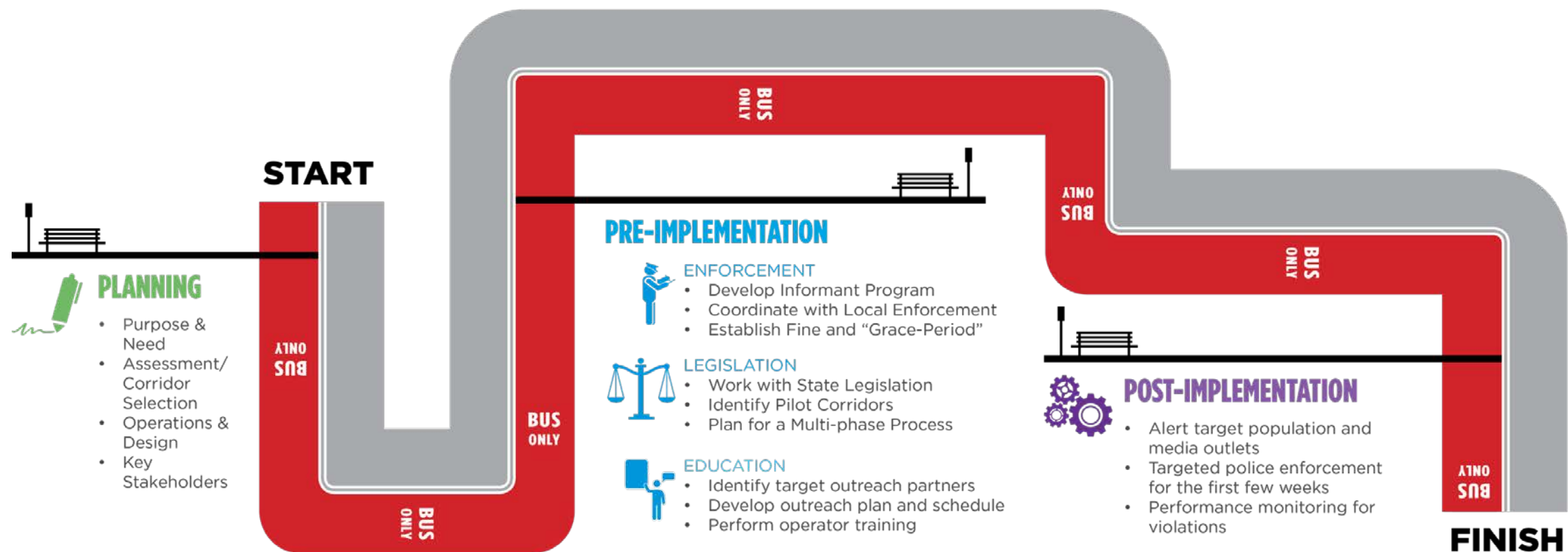
- Identify key corridors for a demonstration or pilot project
- Work with the state legislature (MD or VA) or city government (DC) to develop draft enabling legislation
 - All three jurisdictions already developed and enabled other types of camera enforcement (e.g., school zones or speed zones)
- Plan for a multi-phase process to move from pilot to permanent program
- Start the legislative process early
 - It took NYCDOT three (3) years from the first requested authorization to implementation
- A robust education and outreach program is needed before implementation
 - To ease public's privacy concerns

Key Findings (Education)

- Start messaging early and continue during and after implementation
- Target relevant populations and identify project partners
- Signal the exclusivity of bus lanes through striping, marking, signage
- Educate bus operators
- Provide simple, clear, and informative project details through various channels

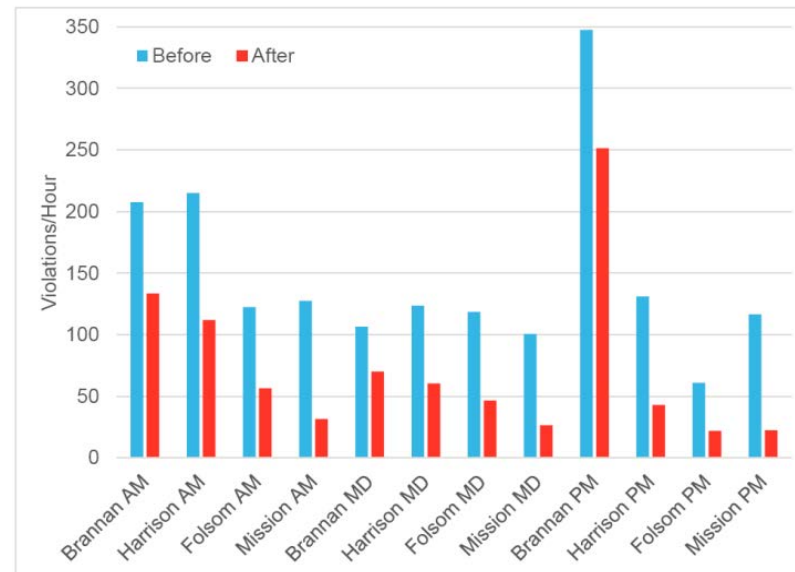


Implementation Plan



Post-Implementation Actions

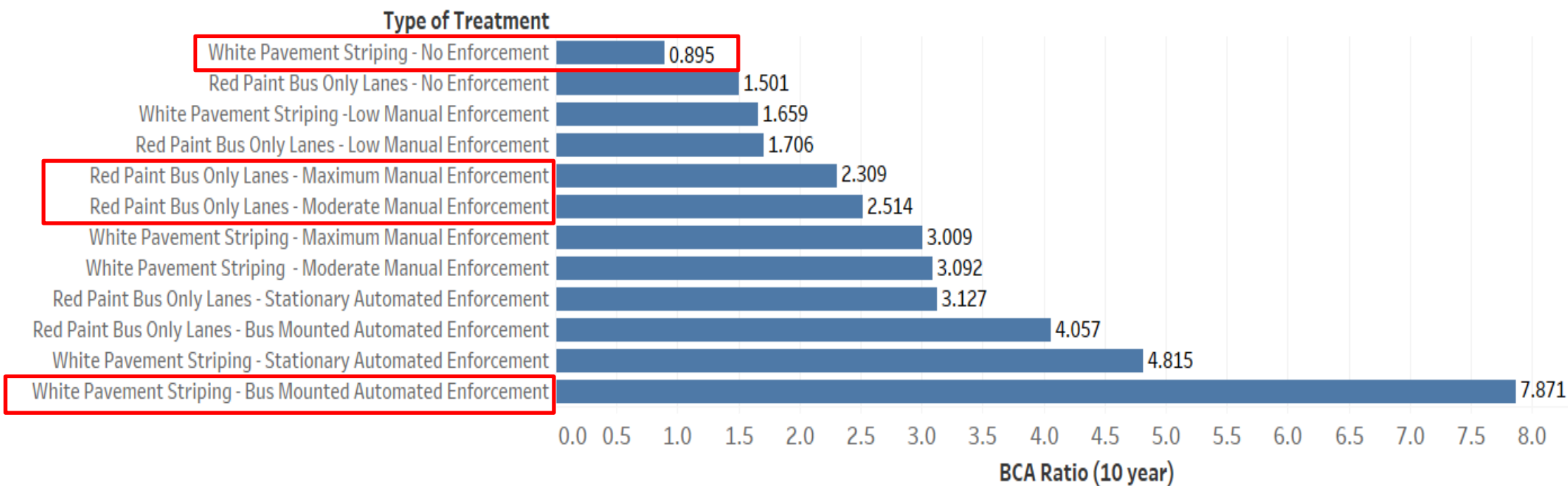
- Continuing education, public outreach, and interagency coordination
- Performance measurement
 - Compliance (track citations)
 - Repeat offenders (how effective your enforcement program is)
 - Operational improvements (bus speed, travel time reliability)



Benefit-Cost Analysis

- Transit Capacity and Quality of Service Manual (TCQSM) and other TCRP reports to estimate cost and benefits
- Results from SFMTA, DDOT, and NYCDOT as a reality check
- **Cost Elements**
 - Bus lane capital and maintenance cost
 - Enforcement cost (manual vs. automated)
 - Red paint cost (if applied)
- **Benefit Elements**
 - Passenger travel time savings
 - Fleet Savings

Benefit-Cost Analysis Results



Sum of BCA Ratio (10 year) for each Type of Treatment.

Draft Final Report for RPTS Review

- Draft Final Report for your review and comments
- Comments are requested by **Friday, June 9**
- Comments to Rich Roisman rroisman@mwkog.org and Eric Randall erandall@mwkog.org

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