

Regional Bus Priority Projects

Development of a list of bus-related projects with regional significance.

TPB Regional Bus Subcommittee, March 25, 2008

Overview

- Context
- Funding
- Capacity Constraints
- Bus Stops
- Expansion and New Service
- Regional Congestion Points
- Buses on Shoulders
- Regional Marketing and Customer Info

Context

- Priority projects will not be “lines on maps”
 - Instead, focus on regionally significant bus-related projects
 - What is the definition of regional significance?
- How are bus service and bus projects characterized or visualized?
- Focus on real improvements in regional mobility.

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Priority Number One: Funding

- What exactly are our regional bus transit funding needs?
 - Capital, operating, etc.
- Should be documented, quantified.

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Capacity Constraints

- i.e., Bus Garages:
 - Even if funding were available, finding locations is difficult.
- Other capacity constraints?
 - Space at bus stops
 - Congested off-ramps
- Identify these issues and include in the priority list.

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Bus Stops

- What is the status of the regional bus stop inventory?
- Top 5 priority bus stops can be chosen and added to the priority list
 - Can be seen as “pilot projects”
 - Prevents “analysis paralysis” of attempting to fix all bus stops at once
- Work with AFA and CAC to determine regional priorities

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Expansion and New Service

- Can push for enhanced transit service as part of new projects that enhance highway capacity
 - E.g., Shirley Highway HOT Lanes
- Propose connections between activity centers, high-density areas, park and ride lots, etc.
- Jurisdictions should consider transit early in the project development cycle.

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Regional Congestion Points

- TPB performs on-going freeway and arterial congestion analyses.
- List of bus-heavy corridors can be developed.
- When combined, could provide a listing of bottlenecks that greatly impact bus service.

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Bus-Only Shoulders

- Current hot topic with WMATA Board Chair Chris Zimmerman
- Large implementation in Twin Cities area:
 - 271 shoulder lane miles available to buses
 - Buses use shoulders when freeway speeds drop below 35 mph
 - Buses may travel up to 15 mph faster than mainline traffic, up to 35 mph
 - Implementation costs range from \$1.5K to \$100K per mile
- Pilots in Cincinnati and New Jersey
- TCRP guidance expected soon: TCRP D-13: *A Guide for Implementing Bus-On-Shoulder (BOS) Systems*

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Regional Marketing and Customer Information

- Increase knowledge of existing services.
 - Includes issues informing limited-English populations
 - Route information, schedules, maps, Ride Guide
- Broaden RideGuide to include all commuter and local bus services in the TPB region
- Regional transit service maps

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Regional Priority List

- The list of regional priority bus projects could contain:
 - Detailed listing of funding needs
 - Documentation of capacity constraints beyond funding, such as new bus garages
 - Top 5 priority bus stop improvements
 - Recommendations of new transit for any proposed capacity-increasing projects
 - Identification of highway and arterial bottlenecks impacting bus transit operations
 - Local Pilot of Bus-Only Shoulders
 - Recommendations for improving regional transit marketing and customer information