

TPB Regional Bus Subcommittee

1

Draft Regional Priority Projects List

Presented to the TPB Citizens Advisory Committee

Michael Eichler, TPB Staff
November 13, 2008

Background

2

- January 2007: Regional Bus Subcommittee (RBS) was established by the TPB
- June 2008: RBS began work on Regional Priority Projects List
- September 19, 2008: deadline for project submissions
- October 20, 2008: working group met to draft criteria for regional significance and take first cut at submitted projects
- October 28, 2008: draft priority list presented to RBS for discussion
- November 6, 2008: deadline for updated submissions

Context

3

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

Project Categories

4

- A. Funding Situation
- B. Expansion and New Service
- C. Regional Congestion Points
 - highway (freeway or arterial) system bottlenecks
- D. Other Capacity Constraints
 - including bus storage and maintenance facilities, congestion at bus stops or transit centers, and park-and-ride lots
- E. Bus Stops
 - Bus stops that need major rehabilitation and improved passenger amenities
- F. Other Passenger Facilities
 - such as transit centers or accessible pathways
- G. Regional Marketing and Customer Information

Criteria for Regional Significance

5

The working group established the following criteria for determining whether a submitted project was regionally significant:

- For bottlenecks or running way improvements: 5,000 passengers per day or an effective headway of 10-minutes
- For stops: at least 250 passengers per day
- For park-and-ride lots: serviced by at least 4 buses per hour (15 minute frequency) and a minimum of 200 parking spaces.
- Projects should be capital projects that would provide benefit to multiple transit operators or multiple jurisdictions in the region.

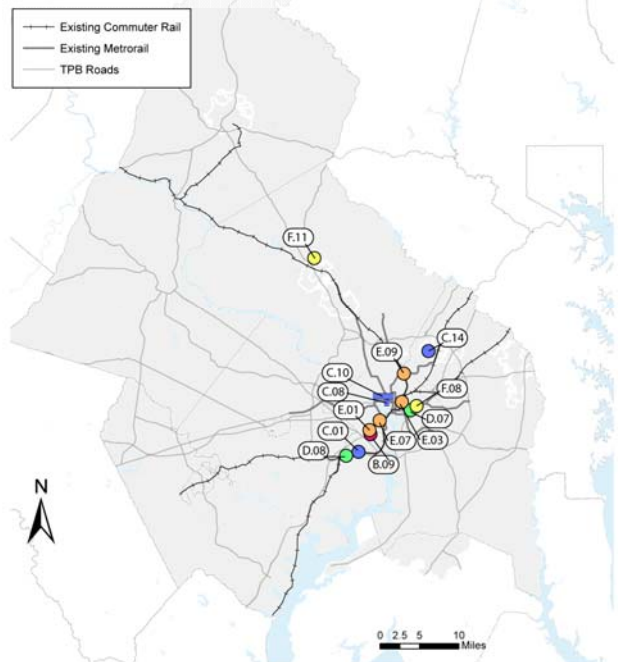
Priority Project List, Part 1

Bottlenecks/Running-way Improvements:

- C.01: Duke Street, West of Telegraph Road
- C.08: H Street between 18th and 14th Streets, NW
- C.10: K Street Busway
- C.14: Campus Drive/Paint Branch Pkwy and US 1 (Baltimore Ave)

Bus Stops:

- E.01: Southern Towers
- E.03: Union Station Bus Stops (Transit Center)



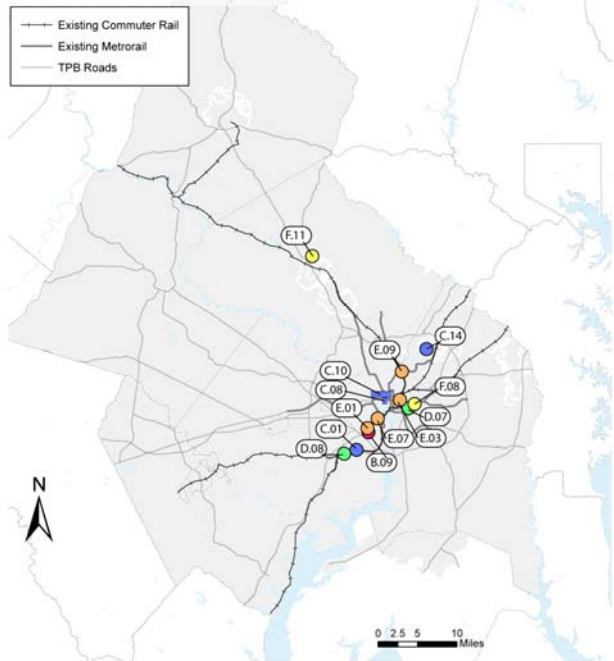
Priority Project List, Part 2

Transit Staging Areas:

- D.07: Bus staging area for Washington/Arlington PM rush hour services
- D.08: Van Dorn Metro Station Bus Staging Area
- F.08: RFK Operators Lounge and Transit Center

Other Bus Facilities:

- B.09: Landmark Transit Center
- E.07: Pentagon Transfer Facility Bus Bays
- E.09: Fort Totten Metro Bus Stops (Transit Center)
- F.11: Lakeforest Transit Center



How Do The Projects Meet the Criteria?

8

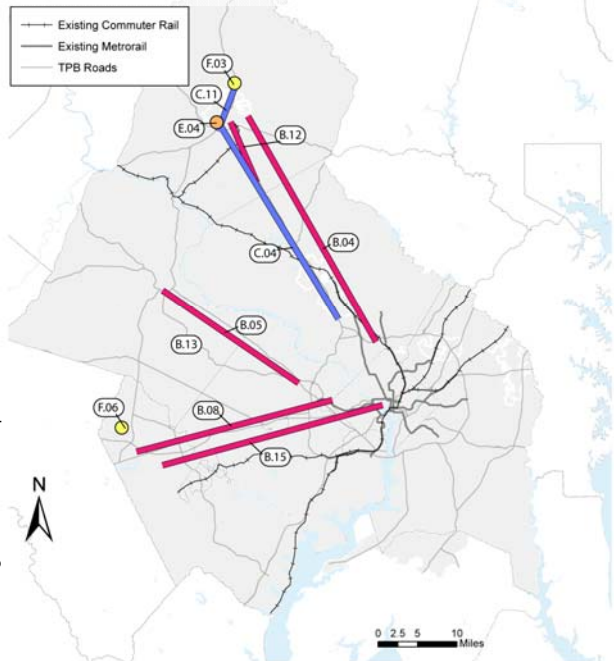
Project Code	Name	Operators	Routes	Pax/Day	Buses/Hour
C.01	Duke Street West of Telegraph Road		2	3	6
C.08	H Street between 18th and 14th Streets, NW		3+	10+	
C.10	K Street (22nd Street-Massachusetts)		3+	10+	
C.14	Campus Drive/Paint Branch Pkwy and US 1 (Baltimore Ave)		2	8	
Project Code	Name	Operators	Routes	Pax/Day	Buses/Hour
E.01	Southern Towers		2	5	350
E.03	Union Station Bus Stops (Transit Center)		2	9	
Project Code	Name	Operators	Routes	Pax/Day	Buses/Hour
D.07	Bus staging area for Washington/Arlington PM rush hour services		2+	???	
D.08	Van Dorn Metro Station		3	11	
F.08	RFK Operators Lounge and Transit Center		2+	???	
Project Code	Name	Operators	Routes	Pax/Day	Buses/Hour
B.09	Landmark Transit Center		3	14	
E.07	Pentagon Transfer Facility Bus Bays		5	82	
E.09	Fort Totten Metro Bus Stops (Transit Center)		1	6	
F.11	Lakeforest Transit Center		2	9	

Nearly all projects would benefit multiple operators, including commuter bus services from the outer jurisdictions.

Emerging Corridors

The working group identified several projects that did not meet the regional criteria, but that are important to provide increased service to emerging residential and employment corridors in the region.

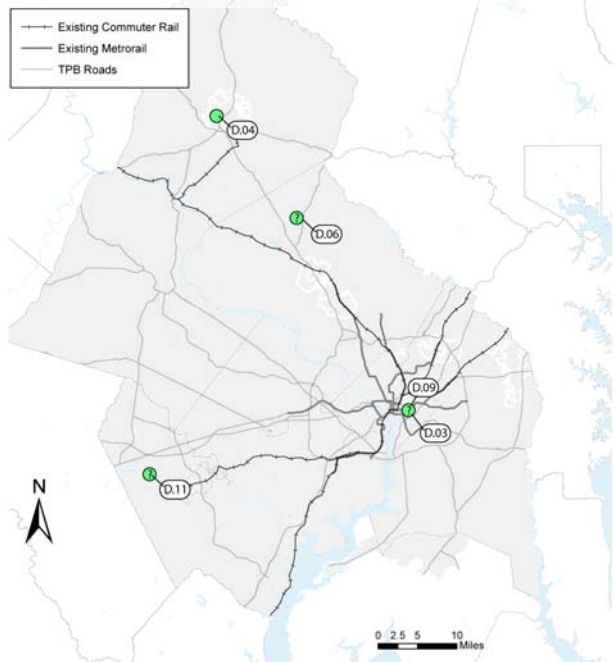
- B.04: Increased service between Frederick and the Washington D.C. Area
- B.05: Loudoun County Tyson's Express Bus as part of Dulles Rail
- B.08: Haymarket OmniRide – Metro Direct
- B.12: Service between Frederick Train Stations and the Urbana Park-N-Ride
- B.13: Bus Seating capacity
- B.15: Gainesville OmniRide
- C.04: I-270 through Frederick and Montgomery Counties
- C.11: U.S. 15 through Frederick City
- E.04: Frederick Town Mall Bus Stop
- F.03: Park-N-Ride lot north of Frederick
- F.06: Haymarket/Dominion Valley Commuter Lot



Storage and Maintenance Facilities

Operators expressed in the project submissions a short-term need for storage and maintenance facilities for at least 338 new buses. It is very important that these needs be met to enable future growth of the bus transit system.

- D.03: SE Bus Garage (Capital Improvements)
- D.04: Bus Storage (Rocky Springs Road)
- D.06: Bus storage and maintenance facilities
- D.09: Additional Bus Maintenance and Storage Facilities
- D.11: PRTC Transit Center Bus Storage – Additional Western Facility



Marketing and Customer Information

11

The working group recommended that all operators/jurisdictions pledge to spend 1% of their operating budget on marketing and customer information. Potential projects include:

- G.01: Improvements to WMATA's Trip Planner / RideGuide
- G.02: Machines to add value to SmarTrip farecards
- G.03: Regional Integrated Transportation Information System (RITIS)
- G.04: Frederick Regional Commuting Options Brochure
- G.05: 511 system
- G.08: Upgraded bus stop information at major transfer centers
- G.09: Regional Joint Marketing Initiative for Airport Bus Services
- G.10: Inclusion in national and regional Trip Planning Applications

HOT Lane Enhancements

12

The working group would like to acknowledge the inclusion of two transit-only ramps that have been included in the I-95/395 HOT Lanes project. It is important that projects that increase capacity for private vehicles and raise revenue also provide support for bus transit.

- C.02: Shirley Hwy Express Lane Ramp to the Pentagon Transit Center
 - Must ensure that ramp turn radii permit buses
- D.02: Shirley Hwy Express Lane Ramp to the Shirlington Transit Center

Additional updates to the HOT Lanes Project could provide further benefit to bus transit:

- Continuation of Shirley Highway HOV lanes across the 14th Street Bridge
- Priority on the toll lanes should be provided to transit and high-occupancy vehicles
- Signals at new ramps must be coordinated with signals at surrounding intersections

WMATA Priority Corridor Network

13

Many projects submitted by the region's transit operators fall under the WMATA Priority Corridor Network service area. The subcommittee fully supports this short-term and fast-paced effort to drastically increase bus service in the region, and acknowledges that the local jurisdictions will need to do their part to improve transit running ways and bus stops along these corridors. Projects submitted along these corridors include:

- B.02: Crystal City – Potomac Yard Transitway
- B.03: 16th Street Metro Extra Bus Service.
- B.06: Veirs Mill BRT/University Boulevard BRT
- B.07: US 1 (Hyattsville) to Laurel Corridor Improvements
- B.14: Georgia Avenue Busway
- C.06: Georgia @ Colesville to Wheaton through Silver Spring
- C.13: East West Highway from Silver Spring to Bethesda
- E.06: University Blvd/Piney Branch
- E.12: Wisconsin/Willard Avenue

Next Steps

14

- Collect feedback from Citizens Advisory Committee (CAC) and Access For All Committee (AFA)
- Collect additional feedback from the RBS
- Formalize list and develop presentation and memo.
- Present to TPB technical committee and TPB.