

2011 Regional Priorities for Bus Services

Transportation Planning Board
May 18, 2011

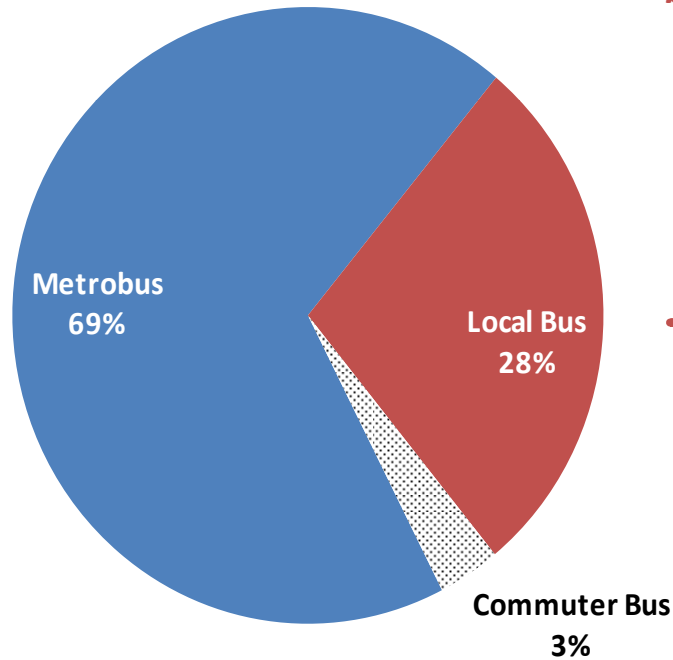
Julie Hershorn, WMATA

Chair, TPB Regional Bus Subcommittee

Regional Bus Operations

- In addition to Metrobus, twelve public agencies operate buses in the Metropolitan Washington region.

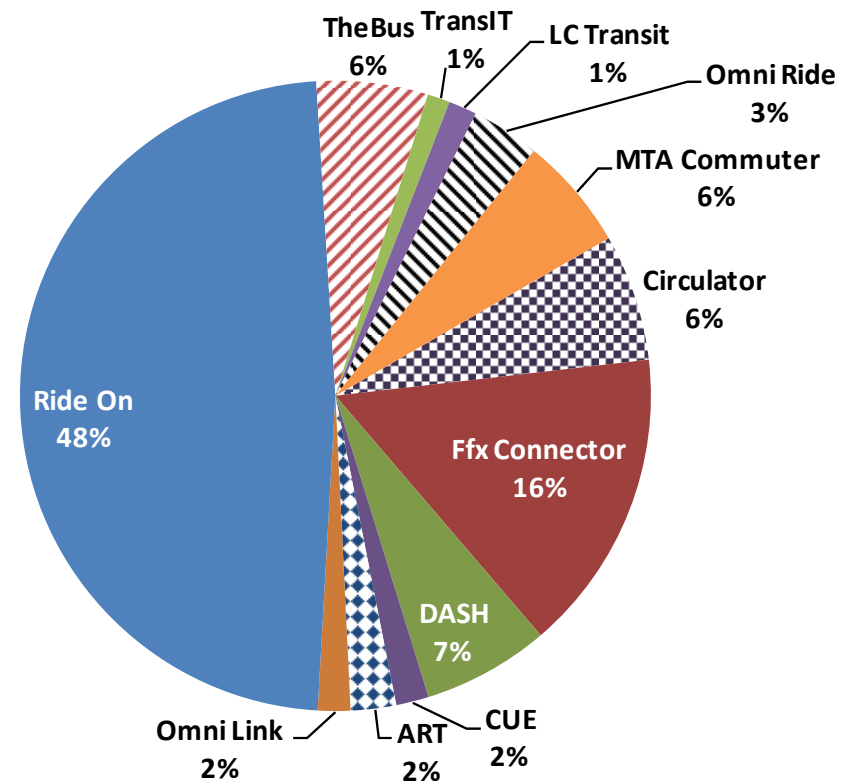
2009 Public Bus Ridership



**Annual trips (2009): 195 million
(39% of all regional transit trips)**

31% of bus trips

2009 Bus Ridership - Local Systems



Annual trips (2009): 61 million

2008 Bus Priority Project List

In 2008, the TPB Regional Bus Subcommittee (RBS) developed a list of capital projects that would provide benefits to bus transit operators and address regional challenges:

1. Bottlenecks and/or running way improvements,
2. Capacity improvements at major bus stops and park-and-ride lots,
3. Common regional needs, including:
 - Emerging Corridors,
 - Storage and Maintenance Facilities,
 - Marketing and Customer Information,
 - HOT Lane Enhancements, and the
 - WMATA Priority Corridor Network.



Regional Bus Accomplishments since 2008

Financial constraints have impacted transit operators across the region over the last three years. However, several regional bus projects have been accomplished, including:

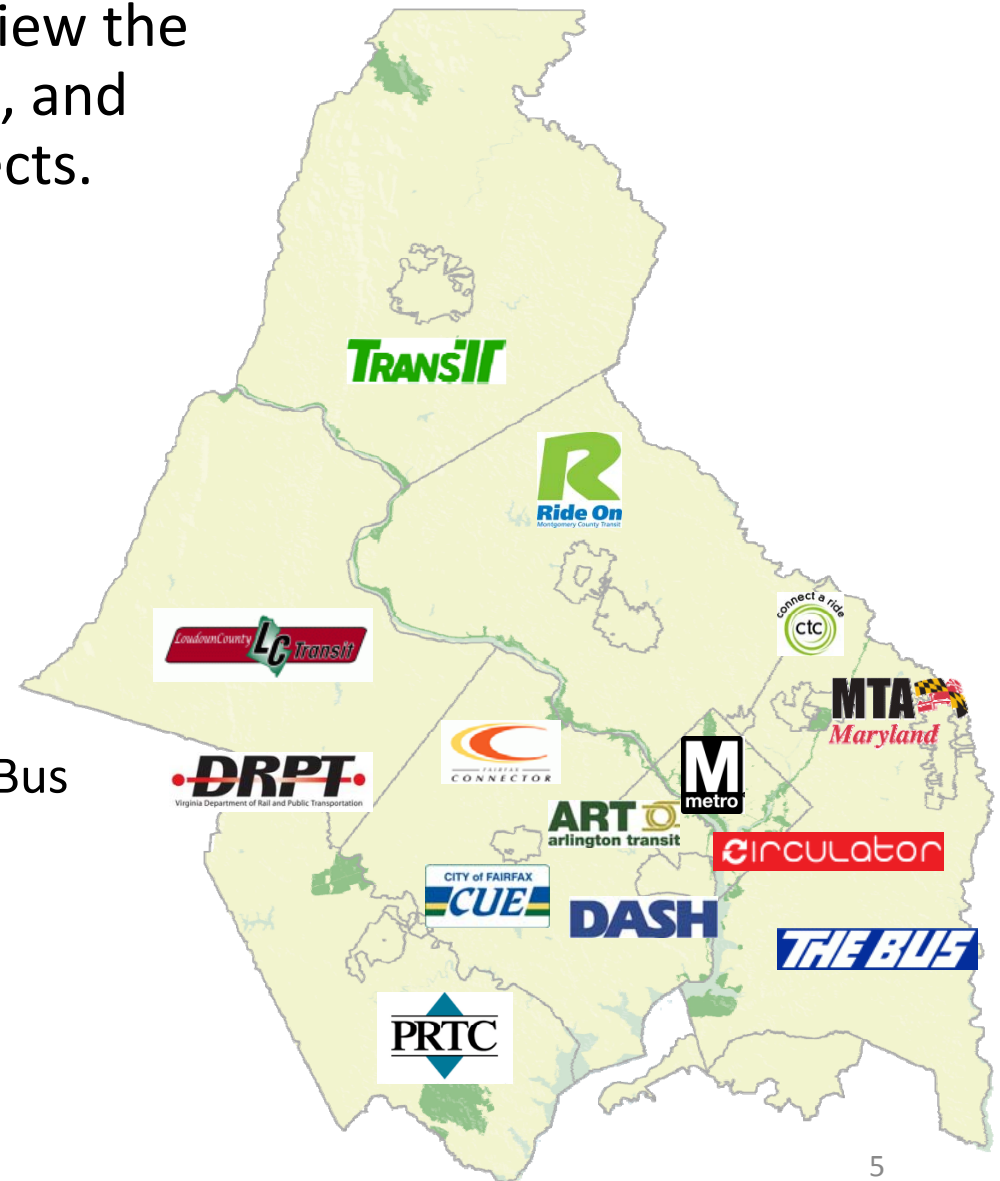
- Further implementation of Metrobus limited-stop express service on elements of the Priority Corridor Network (PCN).
 - Georgia Ave., 16th Street, Leesburg Pike, Wisc. & Penn. Aves., H Street/ Benning Road.
- Opening of the Shirlington Transit Center.
- New/replacement bus garages are progressing:
 - Loudoun: Leesburg,
 - Metrobus: Cinder Bed Road, Shepherd Parkway,
 - Metrobus & Fairfax Connector: West Ox Road.
- The 2008 Priority Project list provided initial guidance in developing components of the region’s application for a TIGER Grant, which led to the award of \$58 million for bus priority projects.

2011 Update – Contributing Organizations

RBS members were asked to review the 2008 list, note accomplishments, and identify new needs for bus projects.

Inputs were received from:

- City of Alexandria
- Arlington County
- District of Columbia
- Fairfax County
- Frederick County
- Loudoun County
- Maryland MTA & MARC/Commuter Bus
- Montgomery County
- PRTC
- Prince George's County
- WMATA
- Virginia DRPT



2011 Regional Priorities for Bus

In developing an updated list of priority projects for bus across the region, the TPB Regional Bus Subcommittee focused on eight major themes that meet regional bus customer and agency needs:



1. Serving Customers
2. Connecting the Region
3. Bottlenecks and Hot Spots – Bus Access to Regional Hubs / Activity Centers
4. The DC Core – Downtown DC Bus Center & Bus Stops
5. Regional Transit and Intermodal Transfer Centers
6. Providing the Fleet – Bus Facilities
7. Service Needs and Changes
8. Federal Relocation & BRAC

1. Serving Customers

Improving the quality of service for customers is the number one priority. Quality improvements include: information, accessibility, security, and safety. Traveler needs also need to be identified.



- Improve coordination of regional information:
 - Leverage WMATA trip planner, RITIS info, 511, and other means by incorporating regional information,
 - Improve distribution of customer information, especially in outer region for less-frequent commuter service.
- Bus stop lighting & ADA accessibility:
 - Improve accessibility, security, and safety through improvements at bus stops.
- Improve collection of customer market information:
 - Survey Bus Riders - trip details and demographics - to inform bus planning,
 - Regional Market Analysis to identify needs for service.

2. Connecting the Region



Develop an integrated network of regional bus service, including commuter bus and routes connecting regional hubs

- Coordinated network connecting major activity centers and commuter locations.
 - Service between suburban Transfer Locations, Park & Ride Lots, and downtown/hub Transit Centers.
- Service connecting to / extending Metrorail at: Branch Ave, Shady Grove, Franconia-Springfield, etc.
- Intra-regional service: Tysons-Bethesda, Frederick-Dulles, Alexandria-Woodbridge, etc.
- Integrated corridor management systems – such as proposed for I-66 – would link transit improvements with managed lanes (HOV/HOT) and active traffic management utilizing technology for operator enhancements and customer information.

3. Bottlenecks and Hot Spots – Bus Access to Regional Hubs and Activity Centers

Bus priority treatments are needed along major arteries and at the access points to activity centers / transit hubs, including transit signal priority (TSP), queue jumps, and bus-only or transit/HOV lanes.



Major Arteries => Congestion Challenges:

- I-270, I-66, I-395, US-15, US-1, MD-5, Central Avenue, Annapolis Road, Columbia Pike, and the 14th Street Bridge.

Activity Center / Transit Hub – Access Hot Spots:

- Vienna Metro, South Eads / Pentagon, Duke Street / King St Metro, Fern / Joyce Streets (Pentagon City).
 - Potential solutions for highways include managed lanes (HOV/HOT) and dedicated access ramps.
 - Access points, Park & Ride lots, and bus stations often suffer from poor design, with buses unable to easily maneuver. Modest roadway layout improvements could provide significant benefits.

4. The DC Core – Downtown DC Bus Center & Bus Stops



As the urban center, downtown DC has the highest demand for transit service, with hundreds of local, commuter, tour and intercity buses.

- Central DC Bus Storage / Layover Sites
 - Critical need for mid-day commuter and tour bus storage / layover location.
 - Joint development projects that incorporate transit needs, with street-level bus centers and air rights used for office or other commercial activities are a potential solution (e.g., Friendship Heights).
- Bus Stop Rationalization & Improvements
 - DDOT Commuter Bus Management Plan is combining 312 stops to 220.
 - ❖ This will lead to unimproved bus stops such as 7th & Maryland (L'Enfant Plaza) growing from 500 to 700 daily boarders.
- Intercity Bus Center
 - Previous locations in downtown DC are being developed, while Union Station cannot accommodate some current vehicle types (height/size).
 - Need to establishing new bus centers for the fast-growing intercity bus operators, with connections to local transit.

5. Regional Transit and Intermodal Transfer Centers

As travelers increase their use of transit across the region, customer facilities are needed to improve trip connections and quality of service:

- Transit Centers are needed at regional hubs to provide customers with access to local activity centers and to connecting bus services
 - Union Station, Fort Totten, Frederick Town Mall, Ballston Common Mall, Crystal City.
- Park & Ride Lots for long-distance commuters are needed in outer suburban locations and neighboring jurisdictions.
 - Springfield, Davidson, Monocacy, Myersville, Frederick City, and Potomac Mills; Calvert and St. Mary's Counties.
- I-66 Improvements could include Park & Ride lots or transfer centers at:
 - Haymarket, Gainesville, VA 234 Bypass, Bull Run, Centerville, Stringfellow, Fairfax Corner



6. Providing the Fleet – Bus Facilities

Bus fleets require adequate facilities for servicing and maintenance to keep in a state of good repair.

- Half of public bus agencies are already exceeding intended facility capacity, imposing additional costs.
- Facilities are needed for current buses as well as to meet plans for future growth and regional goals for transit mode share.
- Facilities need to keep pace with changes in propulsion technology (e.g., Natural Gas, Hybrid, Hydrogen), and
- Future fleet needs (e.g., articulated buses, BRT vehicles).

Agencies requiring greater bus facility capacity include:

- 1) DC Circulator
- 2) Ride On
- 3) ART
- 4) PRTC
- 5) Frederick Translt
- 6) WMATA
- 7) Fairfax Connector



7. Service Needs and Changes

Customer demand for transit service is increasing, both generally and in response to specific land use and transportation developments.



- Restructuring for Silver Line: 11 new bus routes, modifications to 27 routes, discontinuation of 8 routes.
- New bus service on the ICC; to expand once eastern portion opens.
- Virginia HOT Lanes opening will lead to service changes.
- Metrobus skip-stop express service is planned for more of the Priority Corridor Network. Funding has yet to be identified, but corridors include:
 - Veirs Mill Road (Q9), connecting two branches of Red Line.
 - White Oak-Fort Totten Metro (K9), serving FDA site and proposed transit centers.
 - Dupont Circle-Anacostia (99), serving many urban activity centers.
 - Proposed Anacostia-Congress Heights line, serving St. Elizabeth's development.
- More requests for increased Saturday and reverse-commute service.

8. Federal Relocation & BRAC

Federal office and military base moves are expected to significantly impact regional travel patterns. Transit service will be restructured, but investment in service and facilities are needed if the region hopes to make transit a mode of choice for these locations.

Base Realignment and Closing (BRAC)

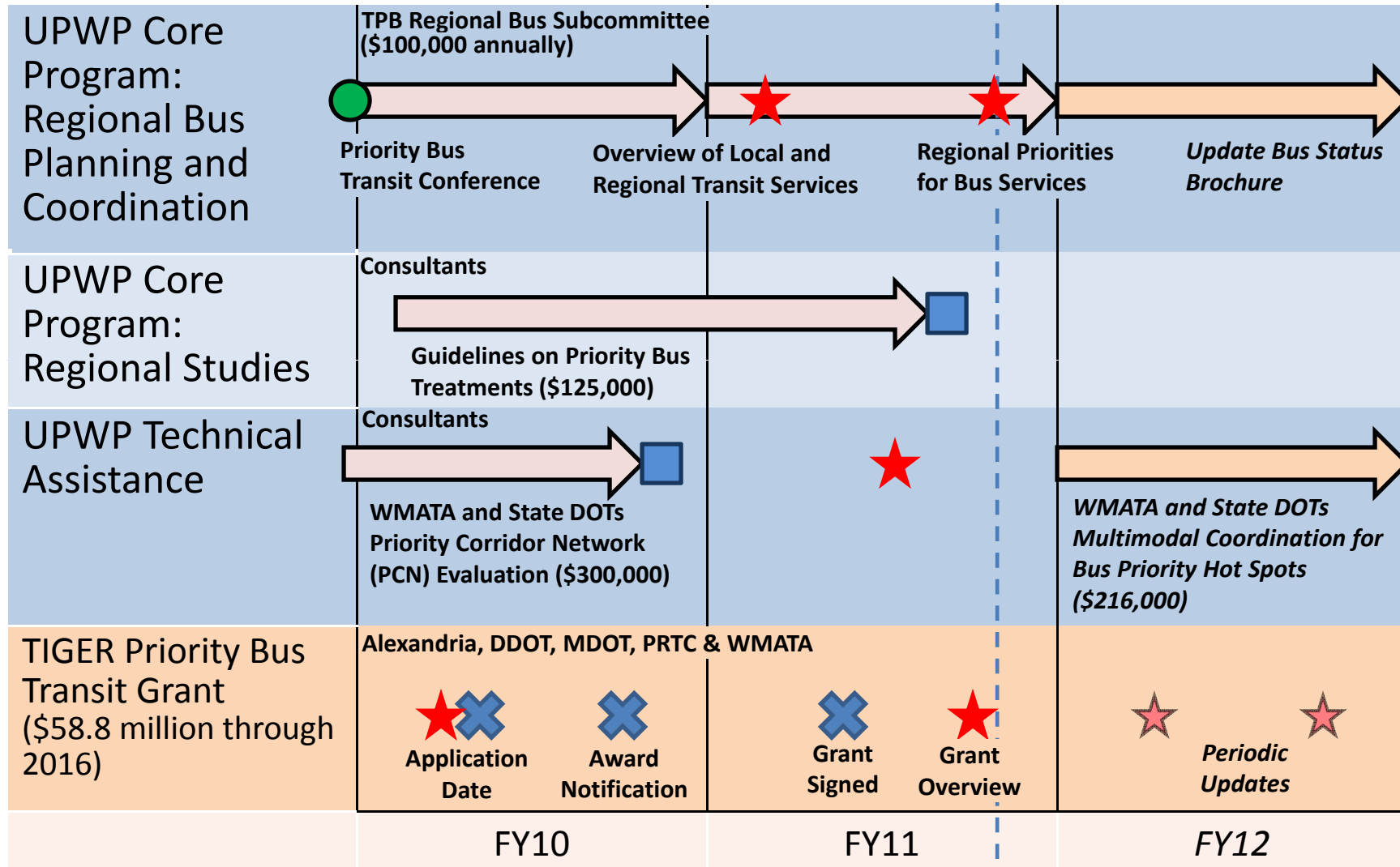
- Mark Center/BRAC-133 (I-395 and Seminary Road)
- Medical Center (NIH & *New* Walter Reed)
- Arlington Hall (Arlington Blvd and George Mason)
- Andrews AFB, Ft. Meade, Ft. Detrick, Ft. Belvoir



DHS / St. Elizabeth's – 14,000 planned employees

- The DHS campus development already has dense transit service in proximity: 25 bus routes serve nearby Metrorail stations while two adjacent corridors are among the top 10 in DC bus ridership.
- A transit center is needed to integrate restructured bus service with the development. Roadway bus priority treatments (traffic signal priority, queue jump lanes) are also needed if transit is to be effective in attracting customers.

Schedule of TPB Bus-Supportive Activities



★ TPB Presentation
 ■ Final Report
 ✕ Milestone
 ● Conference

Summary of TPB Bus-Supportive Activities

- UPWP Core Program: Regional Bus Planning and Coordination
 - June 24, 2009: one day conference on *Opportunities For Priority Bus Transit In The Washington Region*.
 - TPB Regional Bus Subcommittee: Overview of Local and Regional Transit Services (Sep 2010), Regional Priorities for Bus Services (May 2011). In FY2012, the subcommittee will update the bus status brochure.
- UPWP Core Program: Regional Studies
 - Guidelines on Priority Bus Treatments (report completed April 2011).
- UPWP Technical Assistance
 - WMATA Priority Corridor Network (PCN) Evaluation (report completed May 2010).
 - In FY2012, the Multimodal Coordination for Bus Priority Hot Spots study will begin, involving WMATA, DDOT, MDOT and VDOT.
- TIGER Priority Bus Transit Grant
 - The \$58 million grant will fund Transit Signal Priority, the US-1 (VA) Transitway, the Takoma/Langley Park Transit Center and other bus improvements (through 2016).

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Questions?

