



Regional Transportation Priorities Plan

For the National Capital Region

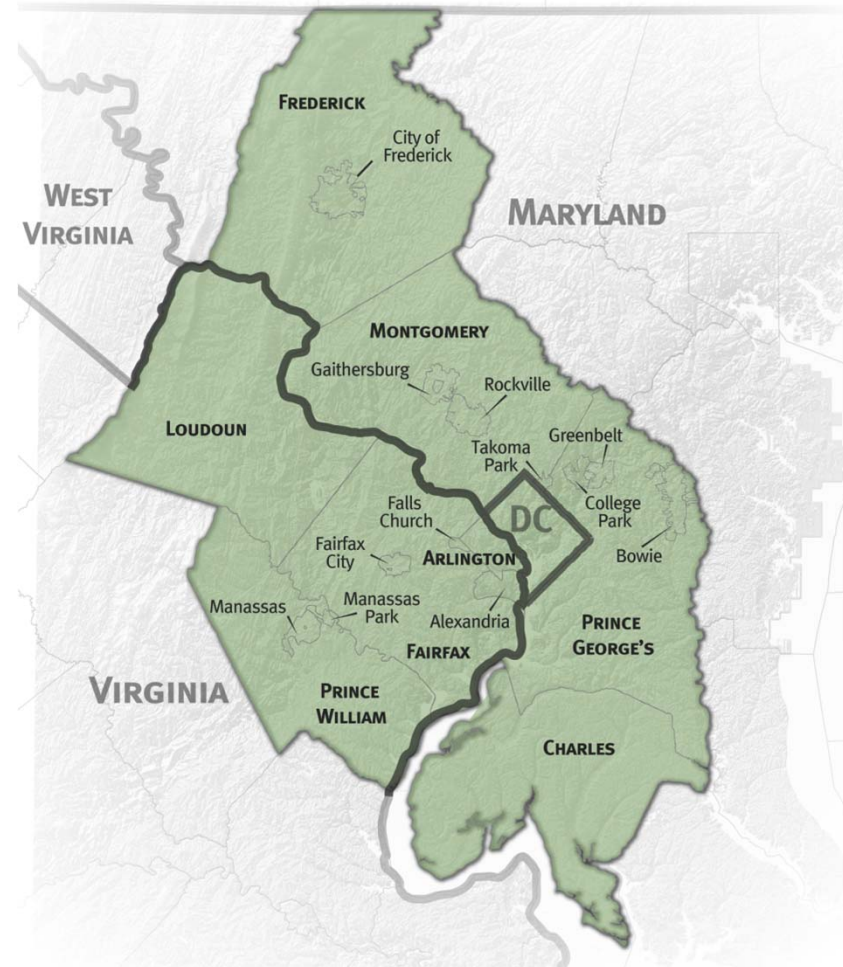
Draft Report

Presentation to the TPB Regional Bus Subcommittee
July 23, 2013

Regional Transportation Priorities Plan

Process and Objective

- Scope and Process approved by TPB on July 20, 2011
- Identify near-term, ongoing, and long-term regional strategies that offer the **greatest potential for addressing regional challenges and that the public can support**



Goals and Challenges:



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Goal 1 - Options: Provide a comprehensive range of transportation options for everyone

Challenges to Achieving Goal 1:

- **Roadway Congestion (G1C1):**

The region's roadways are among the most congested in the nation, making it harder for people and goods to get where they need to go.



- **Transit Crowding (G1C2):**

The Metrorail system currently experiences crowding during peak hours and lacks the capacity to support future population and employment growth.



- **Inadequate Bus Service (G1C3):**

Existing bus service is too limited in its coverage, frequency, and reliability, making transit a less viable option, especially for people with disabilities and limited incomes.

- **Unsafe Walking and Biking Facilities (G1C4):**

Too few people have access to safe walking and bicycling facilities or live in areas where walking and bicycling are practical options for reaching nearby destinations.



Goal 2 - Activity Centers: Promote a strong regional economy including a healthy regional core and dynamic activity centers

Challenges to Achieving Goal 2 :

- **Development Around Metrorail (G2C1):**

Too many Metrorail stations, especially on the eastern side of the region, are surrounded by undeveloped or underdeveloped land, limiting the number of people who can live or work close to transit.

- **Housing and Job Location (G2C2):**

Most housing, especially affordable housing, and many of the region's jobs are located in areas outside of activity centers where transit, bicycling, and walking are not safe and viable options.



Goal 3 - Maintenance: Ensure adequate system maintenance, preservation, and safety

Challenges to Achieving Goal 3:



- **Metrorail Repair Needs (G3C1):**
Deferred Metrorail maintenance over the years has led to unreliability, delays, and safety concerns today, as well as higher maintenance costs.
- **Roadway Repair Needs (G3C2):**
Older bridges and roads are deteriorating and in need of major rehabilitation to ensure safe, reliable, and comfortable travel for cars, trucks, and buses.



Goal 4 - Effectiveness: Maximize operational effectiveness and safety of the transportation system

Incidents (G4C1):

Major accidents and weather disruptions on roadways and transit systems cause severe delays and inconvenience.

Pedestrian & Bicyclist Safety (G4C2):

The number of bicycle and pedestrian fatalities each year is holding steady even as the number of vehicle fatalities has declined steadily.



Goal 5 - Environment: Enhance environmental quality, and protect natural and cultural resources

Environmental Quality (G5C1):

Increasing amounts of vehicle travel resulting from population and job growth could threaten the quality of our region's air and water.

Open Space Development (G5C2):

Wildlife habitat, farmland, and other open spaces are threatened by construction of new transportation facilities and land development.



Goal 6 - Inter-regional: Support inter-regional and international travel and commerce

Bottlenecks (G6C1):

Bottlenecks on the highway and rail systems cause delays in inter-regional travel for both freight and passengers, hurting the region's economic competitiveness.

Travel Time Reliability (G6C2):

Travel times to and from the region's airports are becoming less reliable for people and goods movement.

Strategies

Near-Term: Can be implemented in 1-5 years

On-Going: Continuing attention over time

Long-Term: Can be implemented in 10-30 years



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Near-Term Strategies



1 Improve Access Around Bus Stops and Rail Stations (NT1)



Make it easier and safer to get to bus stops and rail stations, especially by modes other than car, and make bus stops and areas around rail stations more comfortable and inviting.

- Build sidewalks and pedestrian crosswalks and/or overpasses
- Connect bicycle paths to transit stops
- Install protective shelters, curb ramps, and better lighting at or near stations
- Improve signage and wayfinding
- Provide bike-share and car-share services

2 Alleviate Bottlenecks (NT2)



Make targeted roadway improvements that provide congestion relief for drivers in key locations throughout the region.

- Install extra turn lanes, extend highway on- and off-ramps, and build new lanes where doing so is modest in cost and provides congestion relief that supports other regional goals

Near-Term Strategies

3 Alternative Fuel Vehicle Infrastructure (NT3)



Make electric vehicles more convenient to use and encourage more consumers and businesses to purchase such vehicles.

- Invest in a system of public-access electric vehicle recharging stations
- Offer tax credits to private businesses that install recharging stations
- Offer benefits, to owners of electric vehicles
- Pursue all-electric car fleets for car-sharing programs and for public agencies and other organizations with vehicle fleets

4 Commute Alternatives (NT4)



Encourage commuters to use travel modes that make efficient use of limited roadway space at peak hours.

- Reach out with more information on alternative ways to get to work, including by transit, carpool, vanpool, bicycle or walking, or by teleworking
- Provide more incentives for first-time users of alternative commute modes
- Help employers establish commute alternative programs

Near-Term Strategies

5 Pedestrian Infrastructure (NT5)



Make walking a viable transportation choice for more people in more places by making it safer, easier, and more convenient.

- Add sidewalks and improve existing ones
- Install crossing signals at more crosswalks, pedestrian refuge islands, raised medians
- Employ traffic calming to reduce speeds in areas where there are a lot of pedestrians
- Provide direct pedestrian connections between nearby streets and land uses
- Ensuring accessibility to all users

6 Bicycle Infrastructure (NT6)



Make bicycling a viable transportation choice for more people in more places by making it safer, easier, and more convenient.

- Invest in more bike lanes and bike paths
- Expand bike-sharing systems like Capital Bikeshare
- Provide more bicycle parking
- Increase workplace amenities for bicyclists, such as showers and changing rooms

On Going Strategies



1 Metro Maintenance (OG1)



Keep the Metrorail, Metrobus, local bus, and commuter rail systems in the region safe and in good working order.

- Finish carrying out the backlog of deferred maintenance
- Set up systems to address maintenance challenges as they arise
- Secure dedicated, reliable sources of funding to ensure maintenance is carried out as needed

2 Highway Maintenance (OG2)



Ensure that roadways and bridges provide safe, reliable, and comfortable travel for people and goods.

- Ensure that needed road and bridge maintenance projects are completed as a first priority for use of highway funding

On Going Strategies



3 Bus Priority (OG3)



Apply priority bus treatments on key routes to make bus transit faster, more reliable, and more convenient.

- Roadway improvements to allow buses to bypass traffic congestion
- Signal priority, to give buses green lights
- Curb extensions, station platforms, pre-boarding payment and low-floor buses
- Real-time bus information to help travelers plan their trips

4 Roadway Efficiency (OG4)



Smooth traffic flow and minimize delays on the existing road network.

- Coordinate traffic signals and construction schedules
- Provide travelers with more real-time traffic information
- Respond to and clear traffic accidents more quickly
- Prepare for severe weather and other highly disruptive incidents

On Going Strategies



5 Accessible Transportation (OG5)



Improve access to the existing transit system and other transportation services for people with disabilities, in order to create more and better travel options for all individuals.

- Improve MetroAccess and other paratransit services, and provide more wheelchair-accessible taxis region-wide
- Coordinate programs that benefit those with disabilities
- Encourage Complete Streets

6 Update Traffic Laws (OG6)



Apply non-engineering solutions to make the transportation system safer and reduce the number of traffic-related injuries and fatalities.

- Update existing traffic laws to make roadways safer for all users
- Improve enforcement of traffic laws, through stepped up in-person enforcement and automated enforcement
- Increase public information and outreach regarding traffic laws

Long-Term Strategies



A Express Toll Lanes with Rapid Bus Transit (LT1)

1. Build express toll lanes on most interstate highways and some major arterial highways
2. Operate a network of bus rapid transit on express toll lanes, with connections primarily to Activity Centers and/or major rail stations

B Concentrated Growth with More Transit Capacity (LT2)

1. Concentrate more development in Activity Centers to achieve land-use and transportation efficiencies
2. Increase capacity of the existing rail and bus network to meet rising demand
3. Expand pedestrian and bicycle infrastructure, especially in Activity Centers, to enhance local circulation and encourage more bicycling and walking

A+B Combine Strategies A+B (LT3)

Public Opinion Survey



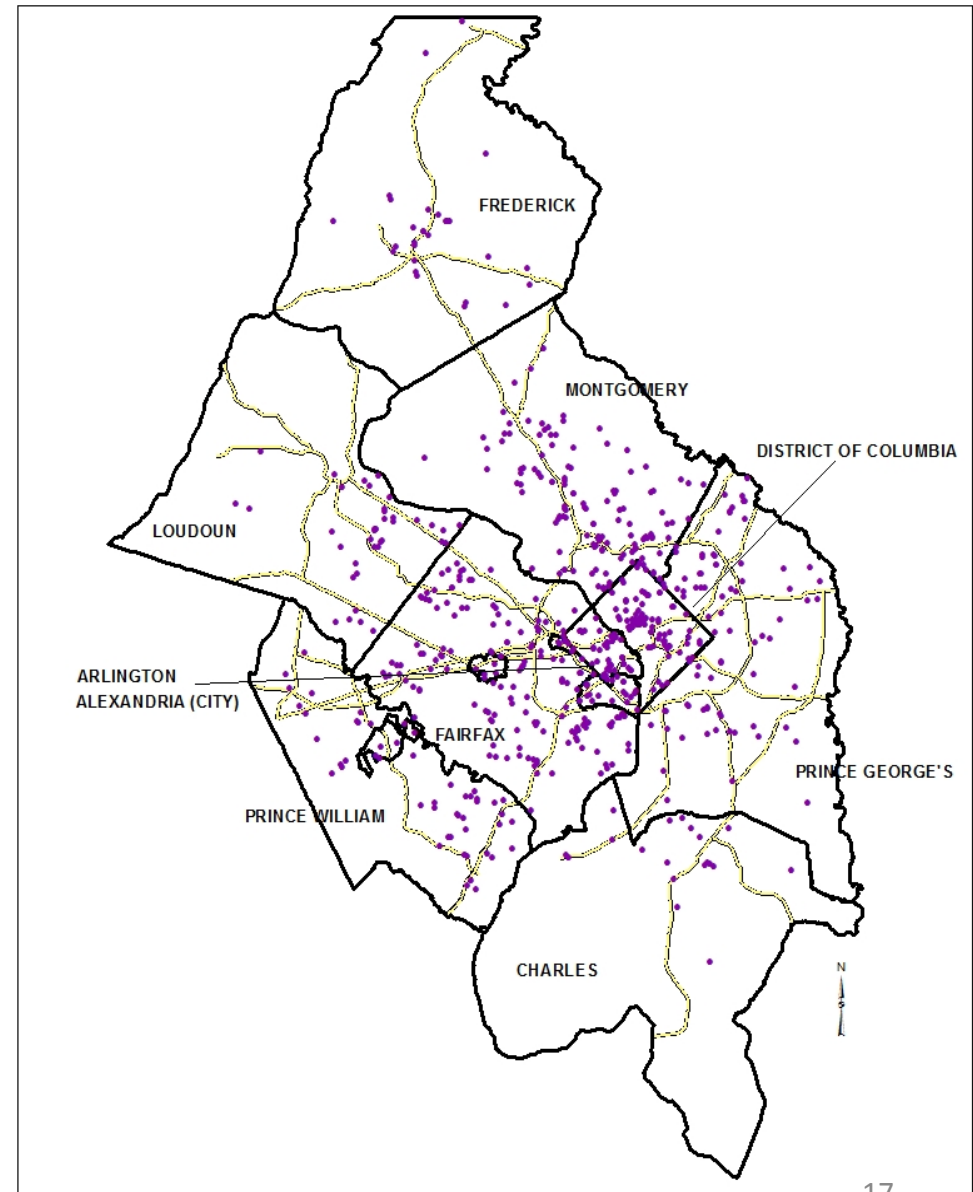
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Purpose: to learn 1) which challenges are most important to people; and 2) which strategies people think would best address the region's challenges

- **Sample size:** 660 individuals
 - ~8% of households that received invitations
 - At least one response was received from every jurisdiction
- Results were weighted based on multiple factors, including:
 - Geography
 - Income
 - Housing type
- Weighted survey responses by jurisdiction matches well with the 2010 Census jurisdictional distribution of households.

RTPP Survey Responses for the TPB Area



Goals and Challenges

Question Asked

- Each Goal was presented on a separate screen
- Challenges that are keeping us from reaching the goal were presented below the goal description

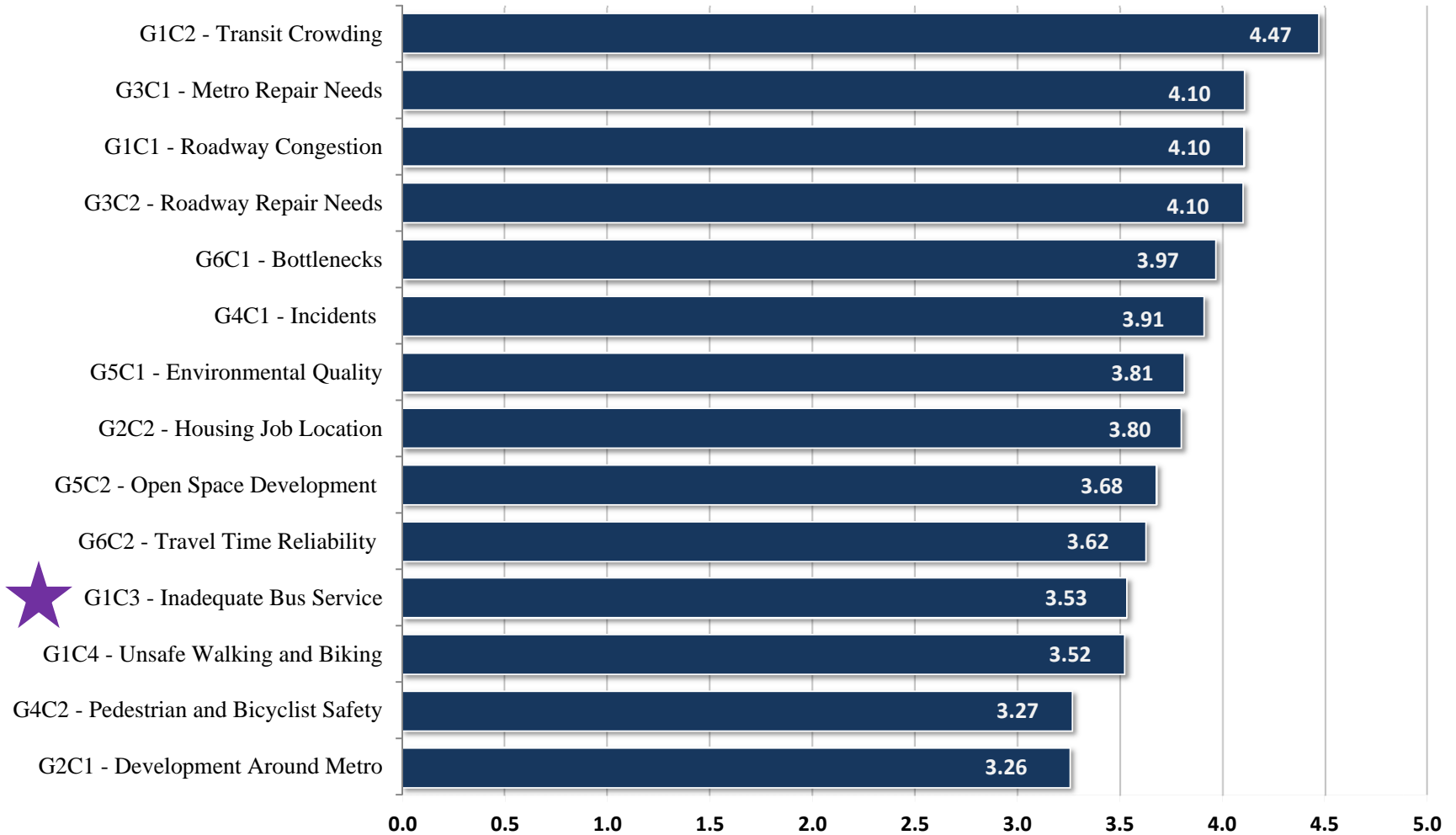
For each challenge we ask:

In order to reach the goal, how significant is each challenge?

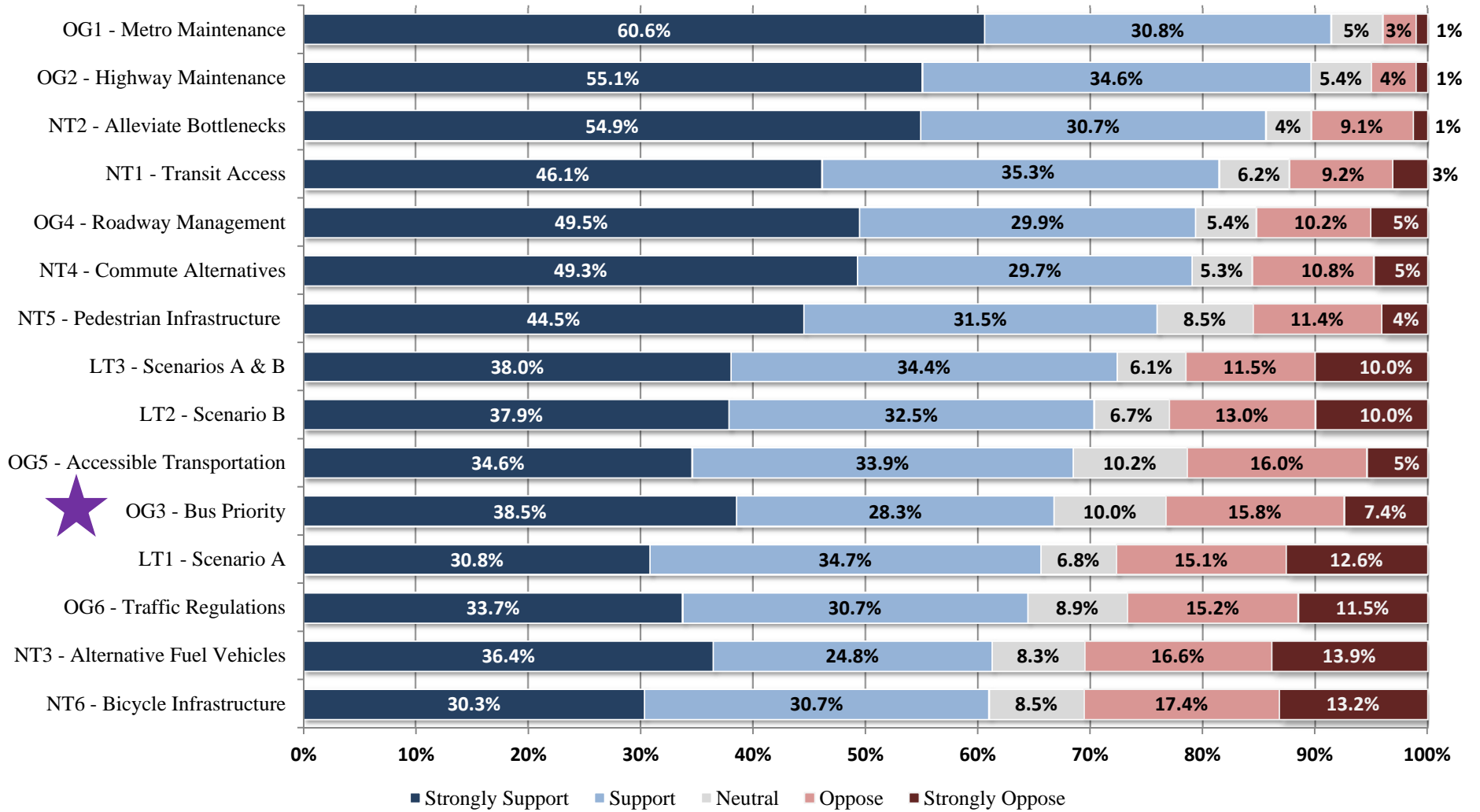
Rate from 1 star (not significant) ★★★★★ to 5 stars (very significant)

- Participants could submit comments on each challenge
- Additional challenges could be suggested under each goal

**Figure 2: Transportation Challenge Ratings
Regional Averages**



**Figure 4: Near-Term, Ongoing, and Long-Term Strategies
Regional Support and Opposition**



Recommendations



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Priority One:

Address Metro and Highway Repair Challenges

- **Metro Maintenance** and **Highway Maintenance** strategies are the main strategies that address repairs
- Implementation of these strategies is the responsibility of the transportation agencies that own and operate the region's transit and highway facilities, and can be accomplished through adequate funding of and management by those agencies.
- Metro and highway maintenance should be given the highest priority in program development and allocation of funding in the development of the 2014 CLRP

Priority Two:

Address Transit Crowding and Roadway Congestion Challenges

- An integrated approach incorporating both supply and demand side strategies needs to be taken:
 - **Supply side:**
 - Near-term roadway improvements to alleviate bottlenecks
 - Ongoing roadway management programs
 - ★ • Long-term investments in increased capacity of the rail and bus network, including eight-car Metro trains, station enhancements, and bus rapid transit on express toll lanes.
 - **Demand side:**
 - Near-term commute alternative programs
 - Long-term concentration of more growth in mixed-use activity centers

Priority Three:

Address Other Significant Challenges

- The following strategies received significant support from the public and should be give continuing attention in the regional transportation planning process:
 - Meeting the mobility needs of people with disabilities
 - ★ • Providing bus priority
 - Updating and enforcing traffic laws to make roadways safer for all users
 - Encouraging alternative fuel vehicles
 - Expanding bicycle infrastructure

RTPP Next Steps

July – September 2013

- **July 17, 2013** – Presented to TPB
 - TPB Work Session Prior to the July 17 Meeting
 - Comments incorporated into draft to be released July 24
- **July 24, 2013 - Aug 23, 2013**
 - Public Comment
 - Survey open to public
- **September 18, 2013 - Revised Draft Priorities Plan**
 - Presented to TPB

Regional Priorities for Bus

2012 Update

TPB Regional Bus Subcommittee
September 25, 2012



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:

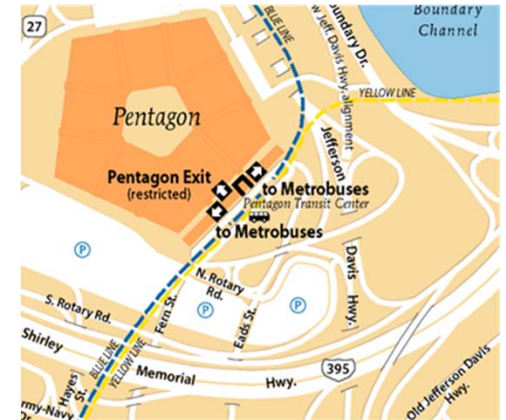


1. Serving Customers
2. Connecting the Region
3. Bottlenecks and Hot Spots – Bus Access to Regional Hubs / Activity Centers
4. The DC Core – Downtown DC Bus Center & Bus Stops
5. Regional Transit and Intermodal Transfer Centers
6. Providing the Fleet – Bus Facilities
7. Service Needs and Changes
8. Federal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

General Study Projects

(ranked in priority)

- 1. Regional Bus Rider Surveys** – collect information on service needs and customer preferences.
- 2. Connect Regional Activity Centers** – study needs and options for service between suburbs and to/from city core.
- 3. Rider Information** – Coordinate real-time arrival/departure information for transit and make available to the region.
- 4. Bus-Streetcar Integration** – plan for integrated operations, including station access, fare payment, customer information, traffic signals and signage.
- 5. Transit Network Extension** – identify outer ring of stations and park & ride lots for commuter bus service into city core.



Corridor Study Projects

(ranked in priority)

1. **Downtown DC and Key Gateway Access** – study needs of bus access through downtown and at key bridges/highways.
2. **US-15 Corridor** – assess transit options from north into Frederick City.
3. **I-270 Corridor** – evaluate dedicated transit lanes along this highway.
4. **New Hampshire Avenue** – study dedicated transit lanes on this Montgomery County artery.



General Improvement Project

- **Bus Stop Accessibility** – each jurisdiction should continue to improve accessibility and amenities for its bus stops.

Top Improvement Projects

(composite score)



1. **Crystal City / Pentagon City** – Improve bus access and stop amenities.
2. **H & I Street Paired Bus Lanes** – improve downtown circulation.
3. **Park & Ride at Old Keene Mill Rd** – add to commuter parking in Springfield, for I-95 Express Lanes transit
4. **HOV Ramp I-66 to Vienna Station** – improve access to rail station for commuter bus services.
5. **Anacostia / St. Elizabeth's Campus Access** – New transit stations, stops, shuttle service to DHS campus.

Top Improvement Projects

(composite score)



6. **Garages** – five new or expanded facilities to handle 600 buses needed, for WMATA, DC Circulator, PRTC, Ride-On, Fairfax Connector.
7. **Park & Ride Lots** – new or expanded facilities at MARC stations, Frederick Towne Mall, Montgomery Mall
8. **VA Express Lanes Service** – introduce bus service to Tysons from Lorton, Burke, Springfield
9. **I-395 / 14th Street Bus Only Lanes** – dedicated transit access into downtown DC.
10. **I-395 to Pentagon Ramp** – dedicated access ramp from HOV lanes into Pentagon station.

Top Improvement Projects

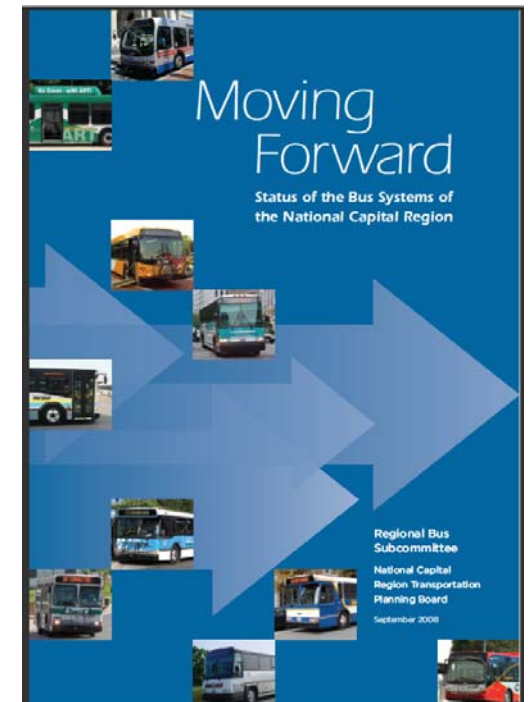
(composite score)



- 11. Arlington Hall** – improve access and stops at Army National Guard center (George Mason & Arlington Blvd).
- 12. K Street Busway** – construct dedicated lanes for transit on this east-west downtown corridor.
- 13. Weekend Long-Distance Service** – introduce bus service between Prince William, Loudoun, Frederick, Charles Counties and city core on weekends.
- 14. Ballston Mall Transfer Center** – construct bus center at this station
- 15. Park & Ride Lots** – Leesburg, East Gate, Monocacy Blvd.

Next Steps for RBS

- Tie Bus Priority Projects into Regional Transportation Priorities Plan (RTPP)
 - Priority Projects
 - Review costs and benefits
 - Final composite prioritization
 - Special listing for safety projects
- Update *Moving Forward* Brochure
 - Rider and Fleet Data for FY 2013
 - Current Projects / Events (e.g., Potomac Yard BRT)
- Present to TPB Technical Committee



Regional Priorities for Bus

Questions?

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