

# 2011 Regional Priority Bus Projects

## *Initial Inputs*

Regional Bus Subcommittee  
February 22, 2011

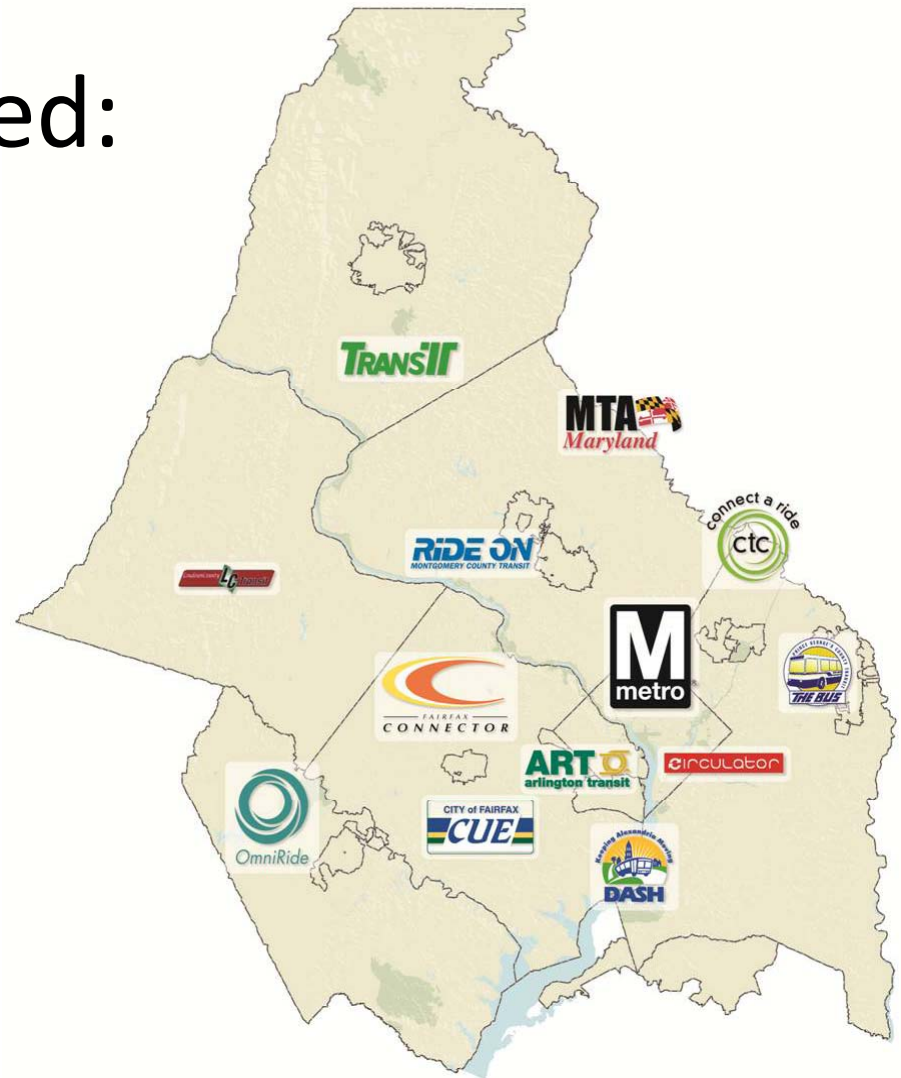


# Purpose of 2011 Update

- Provide status of identified 2008 priorities
- Add in new regional projects:
  - TIGER projects being built
  - Montgomery and Fairfax County BRT plans
  - Others?
- Utilize same criteria to revise 2011 priorities
  1. Bottlenecks/ running way: 5,000 passengers per day or an effective headway of 10-minutes.
  2. Bus stops: at least 250 passengers per day.
  3. For park-and-ride lots: 4 buses/ hour and 200 parking spaces.
  4. Capital projects that would provide benefit to multiple transit operators or multiple jurisdictions in the region.
- Endorse other significant projects
  - Emerging Corridors, Storage and Maintenance Facilities, Marketing and Customer Information, HOT Lane Enhancements

# Initial Inputs Received:

- Montgomery County
- Maryland MTA & MARC/Comm Bus
- Fairfax County
- Arlington County
- PRTC
- Frederick County



# Montgomery County



## Expansion & Capacity Issues

- Hillandale Layover
- Milestone P&R (service from Frederick Co. via Germantown to Shady Grove)
- Lakeforest Transit Center (MidCounty and Lakeforest Mall)
- Metrorail Parking
- Improve vehicle flow for existing park & ride lots (including ICC service lot on Georgia Ave)

## Bus Stops

- Lighting at Bus Stops

## Customer Information

- Increase regional coordination of automated data, including: regional service in WMATA trip planner, 511.



# MTA Commuter Bus

## Expansion & Capacity Issues

- Davidson P&R (service to New York Ave Metro station in DC)
- Monocacy P&R (service from Hagerstown/Frederick to Shady Grove, plus new ICC bus service)
- DC Bus Storage and Stop Improvements (SW and NW)
  - 7<sup>th</sup> & Maryland near L'Enfant stop (500 to 700 boarders)

## Bottleneck

- MD 5 and MD 373 (improve service from Southern MD to Metrorail stations in Prince George's County/Green Line)

# Fairfax County



## Expansion & Capacity Issues

- **HOT Lanes Bus Service** (3 new routes to Tysons, from Lorton, F-S, and Burke)
- **Sliver Line Network Changes** (11 new routes, modify 27 routes, discontinue 8 routes)
- **Bus Storage and Maintenance** (Connector and WMATA Royal Street closure)
- **Springfield P&R**

## Bottleneck

- **I-66 HOV Access to/from Vienna Metrorail Station**

# Arlington County



## Expansion & Capacity Issues

- Metrobus 22A (BRAC service between Ballston and Arlington Hall)
- ART bus facility
- DC Bus Staging area

## Bottleneck

- South Eads / Pentagon / I-395 HOV access
  - Build transit-only ramp between I-395 HOV and Pentagon Transit Center

## Bus Stops

- Ballston Common Mall (S. Randolph Street)
- Arlington Hall (Arlington Blvd and George Mason)
- Crystal City Metro (18<sup>th</sup> Street South. Transit Center is part of Crystal City Master Plan)

## Customer Information

- RITIS, WMATA trip planner

Need more developments like Shirlington Transit Station

# PRTC



Potomac and Rappahannock  
Transportation Commission

## Expansion & Capacity Issues

- Prince William Saturday Service (Woodbridge and F-S)
- PRTC Bus Facility (Need Western facility. Currently handle 133 buses in a 100-bus yard in the Eastern part of the County)
- DC Bus Staging area
- Commuter Parking in the I-95 corridor
  - Horner Lots construction scheduled for 2012, but smaller than lost Potomac Mills spaces and does not properly accommodate buses.



# Frederick County



## Expansion & Capacity Issues

- Reverse Commute on MTA Commuter Bus and MARC
  - 40% of Frederick's workforce commutes outside County. Since June 07, ridership on MTA 991 Commuter Bus and MARC have increased 15-20%
- Myersville P&R expansion; new Frederick City P&R
- Service between Frederick train stations and Urbana P&R (connecting to Ride-On 75)
- TransIt Bus Facility (Currently handle 60 buses in a 45-bus yard)

## Bottleneck

- I-270 in Frederick and Montgomery Counties (More commuter bus service needed, ideally traveling on bus-only lanes)
- US-15 / Frederick City

## Bus Stops

- Transit Center for Frederick Town Mall (MARC and 5 MTA bus routes meet here)
- Francis Scott Key Mall (2 MTA bus routes meet here)

## Customer Information

- Republish Frederick Regional Commuting Options brochure, and in general improve information for transit service options in exurbs

Opening of Frederick and Monocacy MARC stations in Dec 2001 has led to new demand for TransIt service, with system ridership growing by 150% over past 9 years.

# Snapshot Summary:



## Improve Customer Facilities and Bus Access

- Transit Centers
- Park & Ride Lots and rail station parking
- Bus stop lighting & accessibility

## Capacity Issues

- Bus Facilities: RideOn, ART, PRTC, TransIt
- Central DC & Pentagon Commuter Bus Storage / Layover Sites
- Interstate  $\leftrightarrow$  Activity Center (town centers, shopping malls) access

## Customer Information

- Improve coordination of regional information
  - Leverage WMATA and RITIS info, 511
  - Improve distribution of exurb service info

## Service Rationalization

- Customer demand increasing, inc. for Saturday and reverse-commute service, yet lower-performing routes being rationalized
- Restructuring for Silver Line, ICC, and other network changes

# 2011 Update Plan

- Follow up with other jurisdictions / operators
  - Goal: submission forms from all.
- Review and revise initial list at February 22 RBS
  - Review panel to refine priorities: Volunteers?
  - Send out for comment
- Final Review at March 22 RBS
  - Presentation to April Technical Committee and TPB
- Suggestions / Comments / Questions?