



TPB ENDORSED INITIATIVES: FINDINGS OF THE REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

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Regional Public Transportation Subcommittee
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National Capital Region
Transportation Planning Board

Item 5

Review of the process

- At the end of last year, the TPB endorsed seven regional initiatives after working through a year-long process with its Long-Range Plan Task Force (LRPTF)
- The board is interested in how to monitor and encourage the implementation of projects, programs, and policies that support the initiatives
- TPB subcommittees were tasked with conducting discussions and soliciting feedback from members for near and long term future implementation
- The Regional Public Transportation Subcommittee (RPTS) conducted a survey and held several discussions in the development of these recommendations for the initiatives



Initiatives tasked for the RPTS

- **Regionwide Bus Rapid Transit (BRT) and Transitways:** BRT, transitway, and streetcar routes that are in jurisdictions' plans but not yet in the TPB's long-range plan would be added at various locations throughout the region
- **Access Improvements to High-Capacity Transit Stations:** This initiative would add better bicycle and pedestrian access high capacity stations (Metrorail, commuter rail, light rail, streetcar, and BRT)
- **Metrorail Core Capacity Improvements:** This initiative includes running eight-car trains exclusively on all Metrorail lines—replacing six-car trains entirely. It would also add a second Rosslyn station, and a new rail line across the Potomac River connecting the District and Virginia through Georgetown to Union Station towards Waterfront



Regionwide Bus Rapid Transit (BRT) and Transitways

Subcommittee Feedback

- Promote the concept of moving people instead of personal vehicles, through funding and cooperation among agencies with relevant jurisdiction (i.e. city or state DOTs)
- A regional report card on the operational performance of the public transit systems making an assessment of ridership and cost effectiveness
- Creating a regional metric for density, enabling the standard to be placed against future planning transit investments in BRT. (Density in this case refers not only to land use but also ridership and transit service)
- Fund and complete a Regional Bus Priority Plan to help prioritize future investments and speed up planning, design, and implementation



Recommendation

- Identify a definition of density (transit service, ridership, and land use) in the region as a standard for the feasibility of BRT.
 - Creating such a regional standard enables the ability to measure progress in the development and implementation of BRT corridors
 - This regional standard allows for a mapping out of potential BRT corridors for future planning and implementation
 - The regional standard will ensure BRT remains reliable, convenient, and fast compared to traditional bus routes
 - The creation of this regional standard should consider the plans of jurisdictions



Access Improvements to High-Capacity Transit Stations

Subcommittee Feedback

- Existing local roadway networks and land uses, institutional and jurisdictional barriers, funding and prioritization challenges impede network multimodal activity (bus, bicycle, pedestrian, and auto)
- Examine best practices to deconflict pedestrian and bus interactions, thereby increasing safety and operational reliability
- Prioritize station studies that recommend improvements to network connectivity, for all modes, and encourage regional coordination of operations
- Better communication and coordination between transit operating agencies, resulting in smoother transfers within the network



Recommendation

- Regional agencies should prioritize the functionality of high capacity transit stations for better connectivity of all modes
 - Prioritize physical and operational improvements to the efficiency of transit stations, for all modes but particularly beneficial to pedestrians
 - Provide transit priority on roadways surrounding high capacity transit stations, resulting in improved reliability of buses
 - One component of improving the functionality of high capacity transit stations should be improving safety in and around the station, particularly for pedestrians and cyclists



Metrorail Core Capacity Improvements

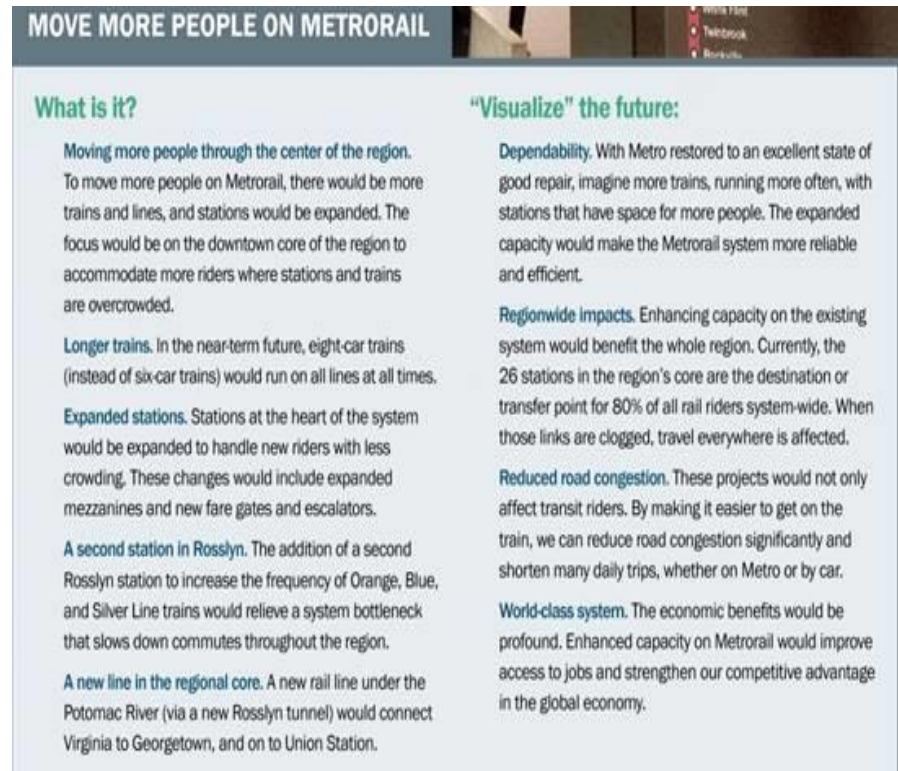
Subcommittee Feedback

- An examination of best practices concerning fare structures and fare discounts on public transportation systems is needed; multiple agencies (NY, Boston) have implemented such programs.
- Provide assistance for low income and young adult (not in college) populations
- Possible incentive for reverse commute during peak hours
- Focus on increased ridership on the system



Metrorail Core Capacity Improvements

- Up to this point RPTS has not put for a recommendation for this regional initiative
- Tech Committee and TPB leadership members want a recommendation for the Metro Core Capacity Improvements Initiative
- This initiative has now been rebranded as “ Move More People on Metro” in the TPB Visualize 2045 document



MOVE MORE PEOPLE ON METRORAIL

What is it?

Moving more people through the center of the region. To move more people on Metrorail, there would be more trains and lines, and stations would be expanded. The focus would be on the downtown core of the region to accommodate more riders where stations and trains are overcrowded.

Longer trains. In the near-term future, eight-car trains (instead of six-car trains) would run on all lines at all times.

Expanded stations. Stations at the heart of the system would be expanded to handle new riders with less crowding. These changes would include expanded mezzanines and new fare gates and escalators.

A second station in Rosslyn. The addition of a second Rosslyn station to increase the frequency of Orange, Blue, and Silver Line trains would relieve a system bottleneck that slows down commutes throughout the region.

A new line in the regional core. A new rail line under the Potomac River (via a new Rosslyn tunnel) would connect Virginia to Georgetown, and on to Union Station.

“Visualize” the future:

Dependability. With Metro restored to an excellent state of good repair, imagine more trains, running more often, with stations that have space for more people. The expanded capacity would make the Metrorail system more reliable and efficient.

Regionwide impacts. Enhancing capacity on the existing system would benefit the whole region. Currently, the 26 stations in the region’s core are the destination or transfer point for 80% of all rail riders system-wide. When those links are clogged, travel everywhere is affected.

Reduced road congestion. These projects would not only affect transit riders. By making it easier to get on the train, we can reduce road congestion significantly and shorten many daily trips, whether on Metro or by car.

World-class system. The economic benefits would be profound. Enhanced capacity on Metrorail would improve access to jobs and strengthen our competitive advantage in the global economy.

Metrorail Core Capacity Improvements

- Listed below are a series of plans and polices the RPTS could endorse as a recommendation for the Metrorail Core Capacity Improvements Initiative
 - Extension of the Yellow Line to Greenbelt – 1k to 3k ridership increase
 - Deploy 100% eight car trains – improve rider experience and lessen crowding
 - Operate peak headways all day, through midday and early evening – 10k to 20k ridership increase
 - Convert customers to pass holders, making it easier to understand and purchase an enhanced set of pass offerings



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Summary of Recommendations

- **Regionwide Bus Rapid Transit (BRT) and Transitways**
 - Identify a definition of density (transit service, ridership, and land use) in the region as a standard for the feasibility of BRT
 - Providing a tangible metric for tracking the deployment of future BRT corridors
- **Access Improvements to High-Capacity Transit Stations**
 - Regional transit operators should prioritize the functionality of high capacity transit stations for better connectivity of all modes
 - Providing optimal multimodal transfers, improving system reliability, and ensuring the safety of pedestrians and cyclists



Next Steps

- Finalize recommendations, including Metro Core Capacity Improvements
- Provide input for TPB during a work session at November 16, meeting by committee chairperson
- TPB resolution for regional action proposed for adoption at December meeting

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EXTRA SLIDES



TPB Endorsed Initiatives

- At the end of last year, the TPB endorsed seven initiatives after working through a year-long process with its Long-Range Plan Task Force (LRPTF)
 - Optimize Regional Land-Use Balance
 - **Regionwide Bus Rapid Transit (BRT) and Transitways**
 - **Metrorail Core Capacity Improvements**
 - Employer-Based Travel Demand Management Policies
 - Regional Express Travel Network
 - **Improve Access to Transit Stations**
 - Improve Trail Network
- The board is interested in how to monitor and encourage the implementation of projects, programs, and policies that support the initiatives
- TPB subcommittees are tasked with conducting discussions and soliciting feedback from members for near and long term future implementation



Initiatives Tasked for the Regional Public Transportation Subcommittee

- **Regionwide Bus Rapid Transit (BRT) and Transitways:** BRT, transitway, and streetcar routes that are in jurisdictions' plans but not yet in the TPB's long-range plan would be added at various locations throughout the region.
- **Metrorail Core Capacity Improvements:** This initiative includes running eight-car trains exclusively on all Metrorail lines—replacing six-car trains entirely. It would also add a second Rosslyn station, and a new rail line across the Potomac River connecting the District and Virginia through Georgetown to Union Station towards Waterfront.
- **Access Improvements to High-Capacity Transit Stations:** This initiative would add better bicycle and pedestrian access to rail stations.



Initiatives Tasked for the Regional Public Transportation Subcommittee

- What are the impediments to realizing the full potential of this/these initiative(s)?

Feedback:

- The realization and understanding of the concept to move people instead a personal vehicles, funding and cooperation from agencies with relevant jurisdiction (i.e. city or state DOTs).
- Implementing this initiative will require continuing staff-level cooperation among the involved jurisdictions, NVTC, statewide transit funding agencies (e.g., DRPT), WMATA, and TPB.
- Funding may be required for right-of-way acquisition and/or construction.
- Political will and funding
- Existing local roadway networks and land uses, institutional and jurisdictional barriers, funding and prioritization challenges



Initiatives Tasked for the Regional Public Transportation Subcommittee

- What specific actions (including projects, programs, and policies) can your jurisdiction take to advance these ideas?

Feedback:

- Corridor studies that recommend improvements to enhance service reliability and reduce bus travel times
- Coordinate local bus systems into a regionwide bus network
- Reduced and/or standardized fare on all transit
- Institute or continue cooperation and consultation with WMATA, TPB, state transit funding agencies, and regional counterparts.
- Continued study and analysis to demonstrate results and outcomes from local experience or by others. Continued discussion of the consequences of not taking action
- Jurisdictions can help by providing the political will to support these capital project, insist they good options are considered and have the political will to reduce underutilized rail service generally in outlying areas of the system



Initiatives Tasked for the Regional Public Transportation Subcommittee

- What resources are needed to enable you to take actions?

Feedback:

- Operating support and cooperation from agencies with jurisdiction over roads
- Funding may be required for County projects, including those coordinated with development proffers
- Additional funding will be required to address impediments.
- Roadway improvements for better station access



Initiatives Tasked for the Regional Public Transportation Subcommittee

- What actions can the region collectively take?

Feedback:

- Continued study and analysis to demonstrate results and outcomes from local experience or by others. Continued discussion of the consequences of not taking action.
- Support implementation of initiative.
- Institute or continue cooperation and consultation with WMATA, TPB, state transit funding agencies, and regional counterparts.
- Change land use policies in the suburban counties to encourage denser development adjacent to Metrorail stations.
- Communicate needs for dedicated transit facilities to increase political will.



BRT and Transitways

Jurisdictions and agencies could...

- Develop BRT network plans and collaborate with each other for interjurisdictional connections
- Preserve Right of Way (ROW) for BRT on key corridors/network, through adopting a master plan
- Prioritize movement of people over personal vehicles, including conversion of parking and general purpose lanes to bus-only lanes



Metrorail Core Capacity Improvements

Jurisdictions and agencies could...

- Provide fare discounts to select groups through human services agencies or other cognizant agencies
- Better formalize and document interjurisdictional cooperation on transit scheduling



Access Improvements to High-Capacity Transit Stations

Jurisdictions and agencies could...

- Develop and maintain transportation access plans for bus and bike/ped access to high-capacity transit stations
- Prioritize non-auto access, including infrastructure and signal timing/priority at nearby intersections
- Deconflict bike/ped and bus movement
- Involve state highway and local roadway agencies

