



Washington Metropolitan Area Transit Authority

Priority Corridor Network (PCN) Progress Report on Implementation

TPB Regional Bus Subcommittee
MWCOC
February 25, 2014



Priority Corridor Network (PCN): What is it?

- Network of 24 bus corridors
 - Half of all Metrobus riders
- Strategy for improving service
 - Transit operations, safety, service, customer information, vehicles, fare payment, facilities, traffic operations
- PCN corridor plans
 - Framework for integrated service and capital investments
 - New MetroExtra limited stop routes
 - Improved performance for all routes in the corridors.





Priority Corridor Network: Why invest in PCN?

- Benefits the most riders in the shortest timeframe
 - PCN network covers 750,000 households with 1.8 million residents and 1.6 million jobs
- Provides an improved bus experience for new and existing riders
 - Improved service reliability, quality, and performance
 - Faster and more comfortable trips
 - Improved customer service and communication
- Can build transit markets
 - Influence development patterns
 - 246 line miles of service
 - Capacity to serve an additional 10 million riders per year





Priority Corridor Network: Implementation Status

	Corridor	Metrobus Routes	Implementation Status	MetroExtra Service
District of Columbia	1 Georgia Avenue / 7th Street	70, 74, 79	Substantial	79
	2 Wisconsin Avenue / Pennsylvania Avenue	31, 32, 34, 36, 37, 39	Partial	37, 39
	3 Sixteenth Street	S1, S2, S4, S9	Partial	S9
	4 H Street / Benning Road	X1, X2, X3, X9	Partial	X9
	5 Anacostia / Congress Heights	A2, 6, 7, 8, 42, 46, 48; A4, 5, 9; W9	Partial	A9, W9
	6 Fourteenth Street	52, 53, 54	Service adjustments	59 (recommended)
	7 U Street / Garfield	90, 92, 93	Service adjustments	99 (recommended)
	8 North Capitol Street	80	Study complete	80X (recommended)
	9 Rhode Island Avenue (DC)	G8	Under Study	Recommendation under review
Maryland	10 University Boulevard / East- West Highway	J1, J2, J3, J4	Partial	J4
	11 Southern Avenue Metro - National Harbor	NH1, NH3	Planned	TBD
	12 New Hampshire Avenue	K6, K9	Partial	K9
	13 Georgia Avenue (MD)	Y5, Y7, Y8, Y9	Service adjustments	Y9 (recommended)
	14 Veirs Mill Road	Q1, Q2, Q4, Q5, Q6	Service adjustments	Q9 (recommended)
	15 East-West Highway (Prince George's)	F4, F6	Service adjustments	F9 (recommended)
	16 Greenbelt / Twinbrook	C2, C4	Study complete	C9 (recommended)
	17 Rhode Island Avenue Metro to Laurel	81, 82, 83, 86, 87, 88, 89, 89M	Under Study	Recommendation under review
	18 Eastover / Addison Road	P12	Planned	TBD
19 Colesville Road / Columbia	Z2, 6, 8, 9, 29, 11, 13	Planned	TBD	
Virginia	20 Richmond Highway Express (REX)	REX	Partial	REX
	21 Columbia Pike (Pike Ride)	16A, B, D, E, F, J; 16G, H, K, W; 16L, Y	Partial	16X, 16Y
	22 Crystal City / Potomac Yard	9A, E, S, X	Partial	Metroway (2014)
	23 Leesburg Pike	28A, 28X, 28F, G, T	Partial	28X
	24 Little River Turnpike / Duke Street	29K, N; 29C, E, G, H, X	Under Study	Recommendation under review



Priority Corridor Network: Investment Needs



- Service adjustments and improvements
 - Increased frequency and span of service
 - Running time adjustments for better reliability
 - Limited stop services (MetroExtra)
- Passenger amenities
 - Passenger information systems
 - Shelters, benches, waste receptacles, lighting, better access
- Bus running ways improvements
 - Bus lanes, busways or queue jumper lanes
 - Signal priority
 - Intersection improvements



Priority Corridor Network: Facility enhancements



Bus stop enhancements



Transit centers and on-street terminals



Park & Ride lots



Priority Corridor Network: Systems improvements

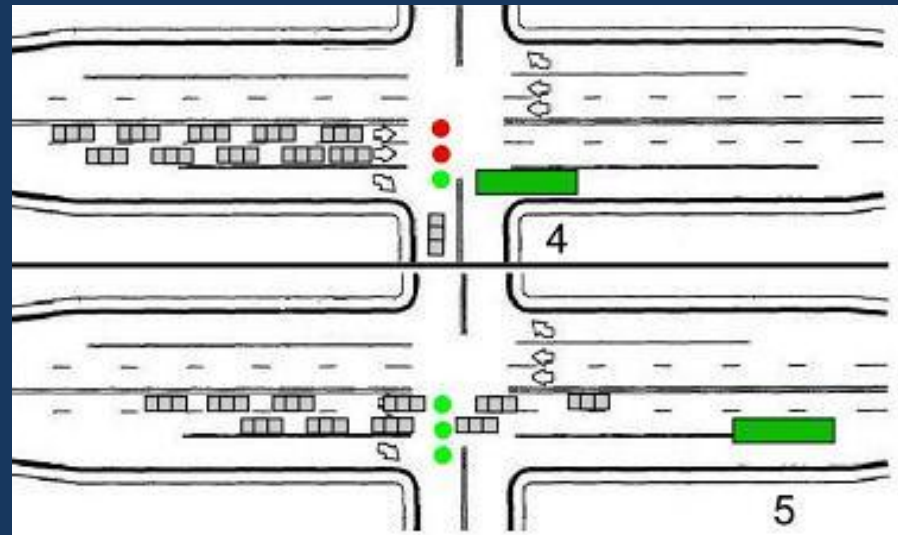
- Transit signal priority
- Real-time information and passenger communications
- Service management
- Extended fare payment options





Priority Corridor Network: Roadway improvement needs

- Construction, enforcement, and use policy is the responsibility of local jurisdictions
- Example improvements:
 - Exclusive busways (Metroway) or dedicated bus lanes
 - Queue jump lanes
 - Intersection improvements

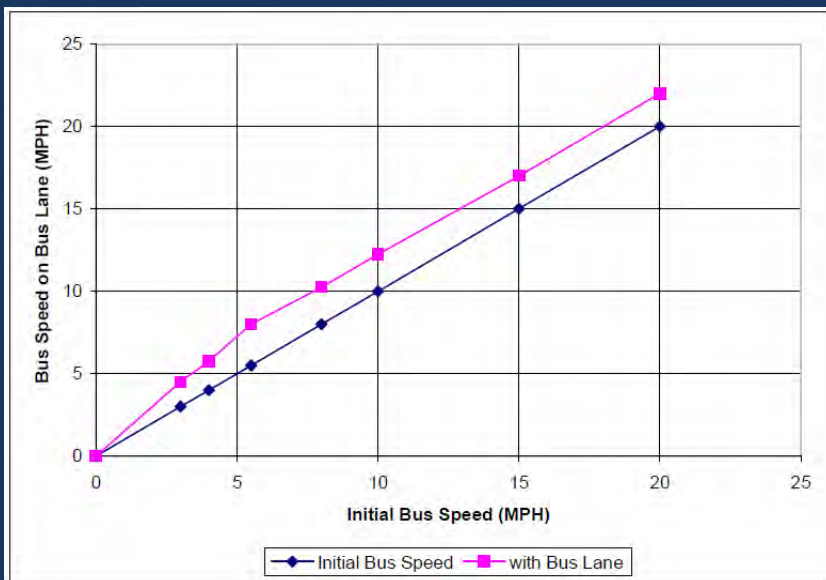




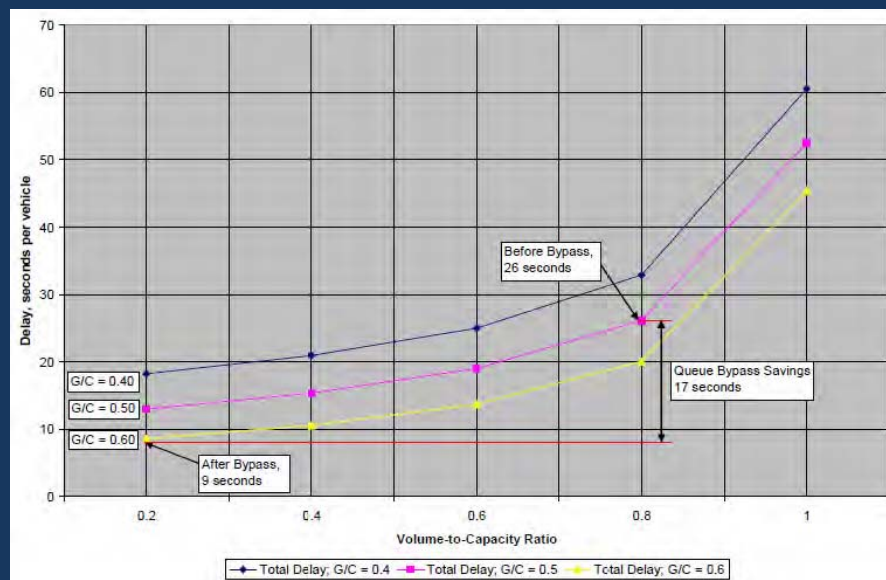
Priority Corridor Network: Roadway improvement benefits

- Service improvements:
 - Exclusive bus lanes: 3 minutes per mile (+ 10-20%)
 - Queue jumpers: .4 - .6 minutes per mile (17 seconds/intersection)

Impact of bus lanes on bus speed



Impact of queue jumpers on delay



Graphs: TPB Multimodal Coordination for Bus Priority Hot Spots (2012)



Priority Corridor Network: Current roadway improvement efforts

- Crystal City Potomac Yard Transitway
 - Under construction along Route 1 in Alexandria
 - Construction to begin in 2014 in Arlington
- Georgia Avenue between Florida Ave and Barry Pl
- H and I street bus lanes study complete
- TIGER grant for 76 Transit Signal Priority (TSP) controllers
 - Working with local jurisdictions to install



Priority Corridor Network: Future roadway improvement efforts

- Working with DDOT to evaluate dedicated bus lanes on 16th street
- PCN studies have identified specific needs for:
 - Dedicated lanes
 - Transit Signal Priority
 - Signal retiming and optimization
 - Intersection improvements
 - Other runningway improvements
- Potential new capital program in Metro 2025 to fund PCN-related infrastructure improvements
 - Passenger facilities (bus stops, transit centers, on-street terminals)
 - Passenger information systems (Next bus displays)
 - Fare collection systems (off-board SmarTrip reload machines)
 - Traffic operations improvements (bus lanes, signal priority, queue jumps)
 - Park and Ride facilities