

**Appendix: Submissions to the TPB Regional Bus Subcommittee's  
2011 Regional Bus Priority Projects List**

Purpose:

The regional bus priority projects list is intended to identify and document near-term and medium-term needs for longer-range regionally significant bus and bus-related projects for use in regional coordination and planning efforts.

Background Information: RBS participants prepared submissions using the submission form developed and used in the first priority list prepared in 2008. Jurisdictions and bus operators nominated candidate projects or needs for the Regional Bus Subcommittee's priority list of, for the eight categories listed below. While items submitted for this list did not have to be in the current funding pipe line, respondents were asked to concentrate on projects they could reasonably expect to be within reach for short to medium-term implementation (3 to 6 years). Some projects may also have been previously identified in the 2008 listing, but are still priorities needing implementation.

- Item 1: Funding
- Item 2: Expansion and New Service
- Item 3: Regional Congestion Points
- Item 4: Other Capacity Restrictions
- Item 5: Bus Stops
- Item 6: Other Passenger Facilities
- Item 7: Regional Marketing and Customer Information
- Item 8: Examples of Good Bus Service Integration

Regional Significance: The 2008 priority listing led to the development of criteria for regional significance:

- For bottlenecks or running way improvements: 5,000 passengers per day or an effective headway of 10-minutes.
- For stops: at least 250 passengers per day.
- For park-and-ride lots: serviced by at least 4 buses per hour (15 minute frequency) and a minimum of 200 parking spaces.

Regional projects should be capital projects that would provide benefit to multiple transit operators or multiple jurisdictions in the region. Respondents were also requested to provide identify why any nominated project has regional significance, including:

- 1) How will the project enhance the customer experience for bus riders traveling between multiple jurisdictions across multiple transit operators?
- 2) How will the project provide operating efficiencies for multiple operators?
- 3) How will the project promote the three areas of special emphasis: Safety, Joint Development and Service Coordination?

**City of Alexandria**

**Bottlenecks**

Name: Duke Street (eastbound, left turn) at Callahan in Alexandria

During the AM peak periods, traffic can back up significantly causing buses to miss several signal light cycles before making their turn to proceed to the King Street Metro Station.

Name: Duke Street (eastbound) at Telegraph Road

WMATA and DASH buses are unable to serve certain stops due to the high volume of traffic trying to access Telegraph Road from Duke Street. Conditions have been improved slightly with better traffic management such as improved signal timing and improvements to I-495 as part of the Wilson Bridge Project; however, the congestion does at times cause issues for the DASH AT8 and WMATA 29K,N routes traveling eastbound along Duke Street in the PM peak periods.

Regional Significance: The WMATA 29K,N is one of the busiest bus routes in Alexandria and provides connections to portions of Fairfax County. Duke & Telegraph is a major interchange for traffic leaving the City to points in Maryland and Virginia along I-495 and along Telegraph Road.

**Capacity Restrictions**

Name: Van Dorn Metrorail Station

Currently there are approximately 16 to 20 known shuttles which operate to and from this station during all times of the day and evening. Most of the shuttles utilize the Kiss & Ride area of the station. At least two known shuttle operators utilize the public right of way on eastbound Eisenhower Ave but use the bus bay area at the station to make U-turns for their vehicles. The shuttles create an unsafe environment within the Kiss & Ride area and within the bus bay area. Finding a solution / area where shuttles can pick up and drop off safely will help improve operations and traffic flow at this station. Also, conditions (unattended newspaper boxes, rodents, trash, broken steps, and etc) outside the Kiss and Ride area on appearance, makes public transit unattractive.

Regional Significance: The Van Dorn Metrorail station provides connections to the blue line and to portions of Alexandria, Fairfax County, and Arlington County via bus service.

**Bus Stops / Stations**

Location: Southern Towers (6 stops total, along Seminary Road& I-395)

Southern Towers is one of the largest privately owned mixed use communities in terms of residential, office, and commercial within the City of Alexandria, featuring five 15 story towers. The community is served by WMATA and DASH offering connections to the Pentagon, Old Town Alexandria, the Carlyle / Eisenhower East area of Alexandria, Alexandria’s West End, the Mark Center / BRAC 133 and portions of

Arlington and Fairfax Counties. The Community also features the highest ridership in terms of bus use. In a study conducted in the Fall of 2009, it was estimated that over 400 people board a bus at Southern Towers and over 400 alight from a bus there as well. The current conditions of the bus stops is a major safety concern as the bus stops are located within a parking lot causing pedestrian and motor vehicle conflicts and the stops do not meet ADA guidelines. Improvements should be made; however, Southern Towers does not fall within the public right of way.

Regional Significance: Southern Towers offers connections via transit to various regional employment / destination centers in the City of Alexandria, Arlington County, and Fairfax County. With the opening of the BRAC 133 facility, approximately 1/3 a mile across Seminary Road from Southern Towers, the Southern Towers community may see an increase in traffic in terms of defense contractors and other businesses which may decide to lease space from the Southern Towers property owners.

## **Arlington County**

### **Capacity and Expansion**

Project Name: New Route: Metrobus 22S

In coordination with the 22A, this route will provide ten minute weekday peak frequencies between Ballston Metro and Shirlington to accommodate the BRAC relocation of Army National Guard offices from Shirlington to Arlington Hall. These routes are subsidized by Arlington County.

#### Regional Significance:

Most of the relocated employees live along the VRE Fredericksburg line alignment. Some live in Arlington, Fairfax, and Loudoun County and will transfer either at Shirlington or Ballston Metro to this route.

### **Bottlenecks**

Name: S. Eads Street by the HOV ramps, just outside the Pentagon

S. Eads is the exit route for buses leaving the Pentagon to use the HOV lanes in the evening and to serve Crystal City, Pentagon City or Columbia Pike. Four additional minutes are required leaving the Pentagon Reservation than entering it, due to the challenge of using S. Eads when cars are exiting the HOV at that location to S. Eads. Improvement of this bottleneck also would alleviate a potential safety problem – the traffic conflict between buses and cars exiting the HOV lanes.

#### Regional Significance:

Buses affected by this bottleneck are operated by ART, Fairfax Connector, OmniRide, and WMATA.

Name: Transit-only Shirley Hwy HOT lane ramp to/from the Pentagon Transit Center

#### Description (highway, route number, from, to, at, problem description):

The current ramp is used by both carpools and buses and (is indirect/circuitous?) With the HOT lanes project, the current ramp is likely to be congested. A transit-only direct ramp serving the Pentagon Transit Center could cut 4 minutes per one-way trip from transit timetables.

#### Regional Significance:

Buses affected by this bottleneck are operated by ART, Fairfax Connector, OmniRide, and WMATA.

### **Capacity Restrictions**

Name: Bus staging area for Washington/Arlington PM rush hour services

The former staging area north of Crystal City was lost due to a construction project. Operators are challenged to find locations in or near Arlington – and often are unable to do so. As a result, on-time performance suffers, congestion in downtown and Rosslyn increases when buses arrive early, and extra revenue time may be accrued due to earlier report times than otherwise would be necessary.

#### Regional Significance:

Several carriers provide commuter service for employees based in Washington and Arlington. Bus staging is a major concern for all carriers, but especially for those with long “deadhead” routes along congested roadways between the parking area and the first afternoon pickup stop. On-time performance is critical to attracting and keeping people out of single-occupancy vehicles. To help ensure on-time pickups at the first stop, the deadhead routes are often padded to allow time to travel through frequently-congested areas. Sometimes, buses must park again or contribute to congestion by circulating in attempts to find a parking spot before reaching the first stop on those days when traffic is relatively free-flowing. Establishing permanent staging areas close-in would assist all commuter services.

Name: Pentagon Transfer Facility Bus Bays

The demand for bus bays from transit carriers and Dept. of Defense shuttles is exceeding the number of bays available. Buses in peak periods occasionally queue at certain bus bays. Customers are tempted to cross in front of parked buses to reach a bus queued in line.

As transit funding increases, the demand for bus bay space can also be expected to increase. More bus bays are needed.

Regional Significance:

Congestion at this facility caused by waiting buses results in operational and safety concerns for all carriers. Rising ridership demand increases the need for space at the Pentagon facility - a common concern for all carriers who serve this major transfer center.

### **Bus Stops/Stations**

Location: SB N. Randolph at Ballston Common Mall

This major transfer point is served by the ART 41 and Metrobus routes 10B, 22A, 23A, and 23C and accommodates employees and patrons of Ballston Mall and surrounding areas. A large secure development, Founders Square, is under construction across the street. While several hundred people board at this site, it has no overhang, shelter or passenger information displays other than an ART Bus Finder.

Regional Significance:

Routes serving this stop traverse the length of Arlington County and extend to McLean and Tysons Corner in Fairfax County.

Location: Arlington Hall bus stops at the Army National Guard Entrance

The stops on both northbound and Southbound S. George Mason, roughly one block south of Arlington Blvd., require bus bump-outs with wide pads for bus shelters and a crosswalk. This stop is served by Metrobus 22A (Ballston-Pentagon) and is expected to also be served by the new Metrobus 22S (Ballston-Shirlington) for a combined 10-minute frequency during peak periods. The 22A also operates midday. These stops also could be served by a future link to the Crystal City VRE Station. Due to the

high number of employees working at this location including 1,200 people relocating over this summer, the queuing at these stops and the number of people crossing the street will be significant.

Regional Significance:

Arlington Hall attracts traffic from across the region to the George P. Shultz National Foreign Affairs Training Center as well as the Army National Guard headquarters.

**Passenger Facilities**

Facility: 18th Street South bus stops at Crystal City Metro

This stop needs defined bus bays, lighting, seating, and passenger information displays. The Crystal City Master Plan calls for a multimodal transfer center to accommodate current and new routes on 18th Street South underneath Route 1.

Regional Significance:

This stop is served by Metrobus routes, the Fairfax Connector, and could be served by OmniRide, which stops nearby.

**Marketing/Information System**

Project Regional Integrated Transportation Information System (RITIS)

RITIS information would be useful for software-savvy riders to develop smart-phone and PCA-ready applications to display real-time arrival times for buses, regardless which tracking software is used by a transit property. Information could also be calibrated to notify officials of heavy localized traffic situations and useful in emergency management and incident management operations.

Regional Significance:

RITIS would provide a common platform for transit operators using NextBus, Connexionz Real-Time, and other media to track bus locations and movements.

Project: Rider Tools

With RITIS, every participating transit system could develop “apps” for riders to determine next bus arrival times. Potentially, the WMATA Trip Planner could be enhanced by offering real-time bus arrival times rather than just scheduled arrival times.

Regional Significance:

The WMATA Trip Planner is a regional tool – includes Metrorail, Metrobus, and the local bus systems.

## **District of Columbia**

### **Capacity and Expansion**

Project Name: Metrobus Express Route 99

The Metrobus Express Route 99 is a proposed new limited-stop service identified in the 90s Route Service Evaluation Study that will run between Anacostia Metrorail Station and Dupont Circle Metrorail Station. It will serve major bus stops and transfer locations along the 90s routes and facilitate cross-town connections. It will run with 15-minute headways during AM and PM peak periods only with possible expansion to all-day service as ridership increases and as funds are available. This is a new service that would be overlaid on top of existing 90, 92, and 93 routes. Recommended improvements for the 90, 92, and 93 have also been identified to create a package of 90s Route improvements. None of the improvements have funding identified at this time.

#### Regional Significance:

This express bus service will help to alleviate crowding on the cross-town 90s buses and also potentially alleviate rail crowding/max load capacity issues in the peak period. This additional bus service to the Anacostia Metrorail Station will be important for St Elizabeths campus redevelopment to help accommodate new commuters to this area and encourage some to use transit.

Project Name: Commuter Bus Stop Consolidation and Bus Parking Management

DDOT has identified 112 bus stop locations in the morning rush hour (6:00AM-9:00AM) and 98 bus stop locations in the afternoon rush hour (3:30PM-6:00PM) to be shared amongst local, express, and commuter buses from DC, Maryland, and Virginia. DDOT will pass the cost of implementation and enforcement onto the carriers through a required permit. However, there will be a need to monitor and enhance commuter bus stops and identify future locations, and this expansion and enhancement program is not yet funded.

This bus parking management program also extends to general bus parking (including tour and charter as well as commuter buses), for which there is a great need for management in DC. In the 2008 Work Program, RFK Stadium is identified as an operator lounge. RFK should be removed from the list. Instead, DDOT is looking for downtown bus parking alternatives close to attractions. DDOT would like to identify these locations, increase tour bus parking locations in DC, and minimize on-street idling and long-distance bus driving around the city. DDOT plans to explore the feasibility of implementing an on-line parking reservation system for all buses in DC. This program is as yet unfunded.

#### Regional Significance:

Commuter buses are of regional significance to facilitate mobility and accessibility of workers from all over the region to the downtown core. It is of regional importance to reduce single occupancy vehicle traffic to the downtown core, thereby reducing congestion and vehicle emissions and improving air quality and quality of life.

### **Bottlenecks**

Name: H Street and I Street Paired Bus Only Lanes

These paired one-way streets have been identified by DDOT and WMATA as bottlenecks for the many local and commuter buses which travel the corridor. The boundaries are on eastbound H Street NW from 17th Street NW to New York Avenue NW and on westbound I Street NW from 13th Street NW to 19th Street NW. Initial analysis indicates that there are almost 60 Metrobus and commuter buses per hour in the AM and PM on I Street and nearly 30 Metrobus and commuter buses per hour in the AM and 55 buses per hour in the PM on H Street. According to Metro, average bus speed in this corridor along I Street is 6 miles per hour and 4.9 miles per hour along H Street.

**Regional Significance:**

Bus only lanes along this corridor have been identified to increase bus speed and reliability, decrease transit delays, increase transit commute mode-share and diminish vehicle congestion. These improvements will be realized for both local and express buses, commuter buses, intercity buses, and tour buses. There is also consideration being given to the feasibility of allowing other vehicles like taxis and bikes to share the lanes.

Name: 14th Street Bus Only Lane

This proposal would create a bus only lane on 14th Street NW from the 14th Street Bridge to H Street NW during the rush hour periods in the peak direction only. There are about 20 Metrobus and commuter buses per hour traveling this corridor (excluding chartered buses). Alleviating this bottleneck from Northern Virginia into the District's downtown core will help transit riders and drivers, residents and visitors alike.

**Regional Significance:**

This corridor is highly utilized by both Northern Virginia commuters and District residents as well as by visitors. These improvements will be realized for both local and express buses, commuter buses, intercity buses, chartered buses, and other local tour buses. There is also consideration being given to the feasibility of allowing other vehicles like taxis and bikes to share the lanes.

**Capacity Restrictions**

Name: Hains Point Circulator Bus Facility

A new bus storage and maintenance facility is needed to operate DC Circulator buses on the National Mall. By creating a storage and maintenance facility near the Mall, buses will not need to spend resources (fuel, time, wear and tear on the buses) deadheading to and from the current facility and DDOT will be able to operate a National Mall route.

**Regional Significance:**

The creation of this Circulator route will provide another option for those residents and visitors wishing to explore the National Mall without driving into the city and looking for parking. It will replace the Tourmobile which is being retired this year or next year.

Name: Intercity Bus Parking/Loading Facility

With the redevelopment of the City Centre surface parking lot (9th and 11th Streets NW to the east and west, H Street NW to the south, and New York Avenue NW to the north) beginning in March 2011, the intercity buses which currently board and alight passengers here will need a new location which is



accessible for passengers but which minimizes on-street idling. Two to three temporary locations have been identified around the city with the intention to utilize Union Station as a long-term solution. However, Union Station cannot accommodate double-decker buses. A long-term regional solution to intercity bus parking is sought.

**Regional Significance:**

Intercity buses make stops in several of the region's jurisdictions. These buses present challenges in terms of location for unloading/loading passengers, but also present benefits to the region's residents by providing additional means for travel between nearby cities. Visitors will arrive by bus in the Washington region and will need to travel throughout the region, so a simple transfer to the region's Metrorail and bus systems should be facilitated.

**Bus Stops/Stations**

Location: Fort Totten Transit Center Bus Stops

Fort Totten is a major regional transit hub identified in the 2008 Regional Bus Subcommittee TPB Work Program. The focus for improvements on this Transit Center revolves around improving the bus bays for feeder buses to the Fort Totten Metrorail station. Twelve bus routes (K2, K6, 60, 64, R1, R2, R3, R5, 80, E2, E3, E4) access this station, which serve primarily DC and Maryland residents, including those traveling to and from Takoma, Greenbelt, Adelphi, Calverton, Langley Park, Friendship Heights, Ivy City, Georgia Avenue-Petworth, Riggs Park, and Federal Triangle.

**Regional Significance:**

This hub primarily serves Prince Georges County, Montgomery County and District residents.

Location: Regional Bus Stop ADA Accessibility

This is a regional issue that must be addressed by each jurisdiction individually; however, formulating a process for proactively identifying and addressing ADA accessibility noncompliance and fixing problems could be facilitated by COG. Jurisdictional improvements might include ADA ramps, pedestrian landing pads, and sidewalk connections.

**Regional Significance:**

This is a regional safety and accessibility issue that will be slightly different in each jurisdiction, but all the jurisdictions could benefit from assistance with a framework for systematically addressing non-compliance. Making ADA improvements may also allow some ambulatory MetroAccess users who are currently unable to use Metrobus due to inaccessible stops to make the switch to bus, diminishing MetroAccess loads and costs.

**Passenger Facilities**

Facility: Union Station Transit Center

The Union Station Multimodal Transit Center has been identified for a host of improvements to enhance the interconnectivity of modes (Metrorail, regional bus service, local bus service, commuter bus, intercity bus, Amtrak, VRE, MARC to name a few), wayfinding, and passenger areas. The Design Phase

has been funded for Metrorail capacity improvements, including better connecting buses and streetcar to Metrorail at Union Station. Construction has not yet been funded.

Regional Significance:

Union Station is a truly regional transportation hub that brings together Metrobus routes, Circulator bus, Metrorail, MARC, VRE, Amtrak, bicycle storage, bikesharing, and taxis.

Facility: St Elizabeth's Transit Center

The St Elizabeth's Draft Environmental Impact Statement briefly references a new bus facility with bus bays. This will be a large undertaking and the details have not been fully fleshed out. The details of transit and road capacity impacts with the opening of St Elizabeth's campus for DHS and transit needs must be more clearly addressed early on in the process. There are currently 23 bus routes that access the Anacostia Metrorail station (P1, P2, P6, P18, W2, W3, W4, W6, W8, W14, B2, U2, 90, 94, A2, A4, A5, A6, A7, A8, A42, A46, and A48) and 8 at the Congress Heights Metrorail station (M8, M9, W2, W3, W4, 92, 93, and D51).

Among these routes, the following line groups are in the top 10 system-wide for average weekday riders:

- 90, 92, and 93 = 12,669 average daily riders
- A2, A6, A7, A8, A42, A46, and A48 = 11,648 average daily riders

Regional Significance:

DHS anticipates that at least 14,000 employees will access the St Elizabeth's site daily. The majority of these employees will be commuting from surrounding jurisdictions. DDOT would like to encourage transit site access, but there are current transit capacity constraints. The Draft Environmental Impact Statement does not provide any information on the location of staging or queuing areas outside of the DHS-managed site. Metro has made clear that they are not able to permit the alternatives to use Metrorail/bus facilities which are already at capacity. An alternate plan with this information is essential for Metro to determine the impact of DHS shuttle operations in the study area.

**Marketing/Customer Information Systems**

Project Improve Real Time Passenger Information Communication

DDOT would like to see improved real-time bus arrival information for patrons and improved NextBus customer service and communication. The interactive voice system for NextBus needs improvement in terms of reliability and voice recognition. Bus stops around the region should be outfitted with NextBus real-time arrival data.

One aspect of this request is getting real time information to the WMATA phone operators. The other aspect is better follow-up when people register complaints about the service. DDOT would also like to see a regional push to get more real-time information into the hands of people who do not have a smart phone. This project proposal could be in the form of an evaluation of the phone-based NextBus system to see where improvements can be made. DDOT also seeks a system to provide real time bus arrival information for third parties like office building lobbies, bars, shopping malls.

Regional Significance:

NextBus is of regional significance as it is available on all Metrobus routes in the WMATA Compact Jurisdiction area. Providing real-time arrival signage will be a benefit that will be highly visible to riders. This will also help those without access to internet enabled devices.

Project: Streetcar-Bus Interface Improvement

DDOT requests a study into best practices and funding required to integrate streetcar and bus modes along the same corridor. Specifically the study should address recommendations for integrating bus and streetcar stops and recommendations on preferred service levels/headways for corridors with joint bus and streetcar service.

Regional Significance:

Arlington, Alexandria, and DC are planning for potential streetcar routes. Some District corridors may also extend into Maryland jurisdictions (Silver Spring, for example).

## **Fairfax County**

### **Capacity and Expansion**

Project Name: HOT Lanes Bus Service

Implement 3 new Fairfax Connector bus routes (Lorton – Tysons; Franconia-Springfield – Tysons; Burke Centre – Tysons) that would utilize the I-495 HOT Lanes. Each route will operate during peak periods on 15-minute headways. No Connector peak-period service currently operates on I-495.

#### Regional Significance:

The proposed routes will provide an effective headway of 7.5 minutes at Franconia-Springfield Metro, and 5 minutes at Tysons Corner. The routes will enhance the congestion reduction benefits of the HOT Lanes, and reduce congestion in the Gallows Rd. and Maple Ave. corridors. The routes will provide shorter and more convenient travel between Franconia-Springfield and Tysons, thus reducing demand on the Metrorail Blue and Silver Lines.

Project Name: Silver Line Phase 1 Feeder Bus Conversion

Implement 11 new Fairfax Connector bus routes, modify 20 Connector and 7 Metrobus routes, and discontinue 8 Connector routes to support Phase 1 revenue service on the Silver Line. New and modified services include circulator routes, neighborhood feeder routes, and regional and express routes.

#### Regional Significance:

This project will reduce congestion within Tysons through a comprehensive network of circulators routes. It will also reduce congestion on many of the approaches to Tysons by increasing and improving access from many of the surrounding neighborhoods, and from other parts of Northern Virginia. It will reduce congestion on the Dulles Toll Road in conjunction with the Silver Line by greatly improving transit access to Tysons from Reston and Herndon.

### **Bottlenecks**

Name: I-66 HOV Access to/from Vienna Metrorail Station

No direct access exists between the I-66 HOV lanes and Vienna Metro. Eastbound buses must make 3 lane changes from the HOV lane to the shoulder lane to exit at Nutley St. Westbound buses must also make 3 lane changes from the Nutley St. acceleration lane / shoulder lane to the HOV lane.

#### Regional Significance:

There are safety issues associated with the need for buses to shift from one side of I-66 to the other in the typically heavy congestion. Also, the time consumed in crossing the entire highway counterweighs the time gained in the HOV lane under free-flow conditions. Both of these issues would be addressed by the proposed flyover ramp linking the HOV lanes with the Vienna Metro via a connection to Vaden Dr. This link is currently under study by VDOT.

### **Capacity Restrictions**

Name: Bus Storage and Maintenance Facilities

Existing bus storage and maintenance facilities do not have enough capacity to support Connector service expansion plans or the potential closure of the Metrobus Royal St. garage. Failure to expand this capacity will leave FCDOT unable to provide additional high-profile service, and WMATA unable to support current operations.

Regional Significance:

The West Ox bus garage, shared by Connector and Metrobus, was designed in 2 phases. Phase 1 has been completed, providing support for 175 buses. Construction of the planned Phase 2 expansion would support an additional 125 buses, for a total of 300. The design for the Phase 2 expansion is expected to begin in FY12.

Name: Park-and-Ride Facilities

Commuter parking in Springfield consists of relatively small (<200 spaces), somewhat scattered lots, some owned by a public agency; others consisting of a group of leased spaces in a privately-owned lot. Many of these lots support both bus passengers and sluggers. The recent VDOT decision to defer planned capacity expansion on I-395, as well as the completion and opening of the I-495 HOT lanes, are likely to generate increased demand for commuter parking.

Regional Significance:

Expansion of the recently constructed commuter parking lot on Old Keene Mill Rd. near the Springfield Interchange would support both sluggers and bus riders in the I-395 corridor, as well as sluggers using the I-495 HOT lanes. This would reduce congestion in both corridors.

## **Frederick County**

### **Capacity and Expansion**

Project Name: Increased Regional Commuter Options and reverse commute options between Frederick and the Washington D.C. Area

Additional 991 Commuter Bus and MARC Train Service between Frederick and the Washington D.C. area, including mid-day and “reverse commute” service.

#### Regional Significance:

Approximately 40% of Frederick County’s workforce commutes to jobs outside of Frederick County contributing to regional traffic congestion. Since June 2007, there has been a 15% increase in MARC train ridership from Frederick County and a 20% increase in ridership on the MTA 991 Commuter Bus. The increasing demand for the 991 Commuter Bus has resulted in filled-to-capacity buses bypassing riders who had queued up for the bus at the Urbana Park-N-Ride lot. Effective June 14, 2010, MTA added a stop on the 991 Commuter Bus at the Myersville Park-&-Ride lot in Frederick County. Within one month 20-30 boardings per day were added at this stop, maxing out the capacity of the existing 65 space lot. Working with MDSHA, design funding was identified for expansion of this lot though construction funding has not yet been identified. Interim capacity improvements include the County identifying and signing day-time commuter on-street parking adjacent to the existing park and ride lot.

Expanded MTA 991 Commuter Bus service and MARC Train service between Frederick and the Washington D.C. area is necessary to meet the increasing demand for commuting options due to rising fuel costs. Additional mass transportation is needed to reduce congestion and improve regional air quality. Demands for “reverse commute” options are increasing, and would improve the comprehensive regional transportation network. Reverse commute provision would also support expected job growth in Frederick County. MTA would require additional funding to expand services.

Project Name: Bus service between Frederick Train Stations and the Germantown Transit Center via the Urbana Park-&-Ride

Shuttle service between the Frederick Train Stations and the Urbana Park-&-Ride (located in southern Frederick County) timed to connect with Montgomery County Ride-On #75, which formerly served Urbana and currently serves the Germantown Transit Center.

#### Regional Significance:

The reinstatement of Ride-On’s #75 service to Urbana (or alternative MD 355 / I-270 Corridor and upper Montgomery County bus service) and the implementation of shuttle service to connect Frederick and the Germantown Transit Center would provide a vital “missing link” in the regional transportation network between Frederick and Montgomery Counties. Commuters would be able to transfer between Transit and Ride-On, providing a regional commuting option between the two jurisdictions as well as local service in southern Frederick and upper Montgomery Counties.

This link would also provide Frederick County commuters with a later morning commute option, thus making transit more available as a mode choice. Currently, the last MARC train departs from Monocacy at 7:16 a.m. The last 991 Commuter Bus departs Urbana at 7:52 a.m. Additional funding is required to

operate these services. Cooperation between the MTA, Montgomery County, and Frederick County is essential to coordinate services.

### **Bottlenecks**

Name: I-270 through Frederick and Montgomery Counties

MD I-270 has long been identified as a congested route through Frederick and Montgomery counties. The MTA operates the 991 Bus on MD I-270 and the buses experience the same traffic delays caused by congestion as do single-occupancy vehicles. Dedicated bus rapid transit lanes each direction on I-270 would improve the speed and convenience of Commuter Bus service.

#### Regional Significance:

Faster, more convenient and reliable Commuter Bus service that provides a distinct time advantage over driving would encourage new riders, reducing congestion on I-270 and improving regional air quality. Funding is required for design and construction of highway improvements and funding of premium bus service to supplement existing commuter bus service as outlined in the US 15 / I-270 multi-modal study.

Name: U.S. 15 through Frederick City

U.S. 15 from Biggs Ford Road south to I-270 in Frederick is congested during peak hours. Commuters traveling south between Pennsylvania and Northern Frederick County and points south experience this congestion daily. Congestion on U.S. 15 through Frederick also impacts local traffic during peak hours and affects TransIT's ability to provide on-time service during peak times. Commuter Bus Service between a much needed Park-&-Ride Lot north of Frederick City and the Washington Metro area would reduce congestion on U.S. 15 through Frederick, and on I-270. Funding for MTA to add commuter bus service would be required.

#### Regional Significance:

Reduced traffic congestion on I-270 would improve regional air quality. Additional funding for MTA Commuter Bus Service is required to operate additional service. Funding is required for design and construction of highway improvements and funding of premium bus service to supplement existing commuter bus service as outlined in the US 15 / I-270 multi-modal study.

### **Capacity Restrictions**

Name: Bus Storage (Rocky Springs Road)

The bus storage facility for TransIT Services of Frederick County is located at 1040 Rocky Springs Road in Frederick. The facility was originally designed for 45 vehicles, but is currently occupied by 60. Additional fleet expansions are not possible unless funding is available to enlarge the current facility or to identify, purchase, design, and construct a new bus storage lot.

#### Regional Significance:

The service expansions identified in the 2007 Transportation Development Plan, including feeder service between Frederick and Urbana, require additional vehicles.

### **Bus Stops/Stations**

Location: Frederick Town Mall

Five Connector Routes meet at least hourly at the Frederick Towne Mall, located on the west side of Frederick on MD Route 40. MARC Train passengers park at the Frederick Towne Mall and transfer from the bus to the MARC train at the Transit Center.

The existing bus stop at the Frederick Towne Mall is in a vehicle travel lane at an entrance to the Mall, and has no passenger amenities. An improved bus stop, including a bus pad, space for buses to queue, passenger shelters, and passenger amenities, such as lighting, benches, secure bicycle parking, and sidewalks connecting the transfer facility with the main commercial areas is needed at this location to improve convenience and safety for passengers.

Regional Significance:

An improved bus stop / transit center at this location would provide a safe and convenient location for passengers to transfer between several routes. Coordination between local planning officials, property owners/developers and TRANSIT is necessary to plan improvements. Capital funds may be required construct some improvements.

This location falls into the special emphasis category of “joint development”, as it is located at a shopping mall that is slated to undergo substantial redevelopment.

Location: Francis Scott Key Mall

Currently, two Connector routes meet at least hourly at the Francis Scott Key Mall, located in southern Frederick, between Rt. 85 and Rt. 355. The existing bus stop is in a vehicle travel lane at an entrance to the Mall, and has no passenger amenities. An improved bus stop, including a bus pad, space for buses to queue, passenger shelters, and passenger amenities, such as lighting, benches, secure bicycle parking, and sidewalks connecting the transfer facility with the main commercial areas is needed at this location to improve convenience and safety for passengers.

Regional Significance:

An improved bus stop / transit center at this location would provide a safe and convenient location for passengers to transfer between the existing two routes, as well as future routes serving the development in the Rt. 85 and Urbana areas that would utilize the facility. Coordination between local planning officials, property owners/developers and TRANSIT is necessary to plan improvements. This location is approximately ½ mile from the Monocacy MARC station. Capital funds may be required construct some improvements. This location falls into the special emphasis category of “joint development”, as it is located at a major regional shopping center.

### **Passenger Facilities**

Name: Park-&-Ride lot north of Frederick

A Park-&-Ride lot north of the City of Frederick is needed to relieve traffic gridlock that occurs daily. A new Park-&-Ride lot is being designed as part of the US 15 and Monocacy Boulevard interchange project, north of MD Route 26. The construction of this Park-&-Ride lot would benefit northern Frederick County residents and residents of Pennsylvania who commute to/from the Washington Metropolitan Region. This lot could be served by new MTA Commuter Bus service to the Washington



Metropolitan Area and to Baltimore, and by local Meet-the-MARC shuttles and other local Transit routes.

**Regional Significance:**

A Park-&-Ride lot north of Frederick would provide a convenient connection for commuters who use local transit services, and could serve as an origin point for new Commuter Bus service. A Park-&-Ride lot in this area would reduce congestion on U.S. Route 15 through the City of Frederick and on I-270 through Frederick and Montgomery Counties, and would thereby improve regional air quality. SHA has obtained funding to design the lot, but still needs funding to construct the park-&-ride lot. It is the number priority highway and transit project in Frederick County.

**Regional Marketing and Customer Information**

Project: Frederick Regional Commuting Options Brochure

A Frederick Regional Commuting Options brochure, including schedules for the various commuting options available between Frederick County and the Washington Metropolitan Area (MARC Trains, the Meet-the-MARC Shuttles, the MTA 991 Commuter Bus) has been developed and printed, and posted electronically. Funding is needed to maintain and reprint this brochure as schedules change and service expands.

**Regional Significance:**

The brochure is a “one-stop-shop” for commuters traveling between Frederick and the Washington Metropolitan Region. It provides them with the information to plan their trips using various modes. It is particularly helpful when unexpected situations arise and alternative modes of transportation are sought. This project requires joint service coordination between Transit Services of Frederick County, the MTA, and MARC to ensure that the schedule information is kept up-to-date and reprints are made in a timely manner.

## **Maryland Transit Administration**

### **Capacity and Expansion**

Project Name: The ICC Commuter Bus Effort

Currently running routes from Gaithersburg to BWI Airport and Gaithersburg to Ft. Meade via the ICC. Two additional routes are in the planning phase. The MTA plan is attached.

Project Name: Davidsonville P & R expansion (US 50 at MD 424)

Currently two MTA Commuter routes (922 and 950) serve this intermediate stop en route to Washington DC . This lot needs to be doubled in size to meet the demand for these express trips. State Highway Administration (SHA) has planned interchange improvements for this location but currently has no funding for the lot expansion

Regional Significance:

The larger route (#950) is the only route currently operated by the MTA that provides direct service into the growing N.E. Washington section near the New York Metro Stop. Requests for service to this area are occurring nearly every day. Many existing riders are being relocated to this part of Washington and have no viable transit options.

Project Name: Monocacy Blvd at MD 15 new P & R lot construction Frederick MD

Current 991 service between Hagerstown/ Frederick and the Shady Grove Metro has seen the largest growth over the past 5 years out of all MTA Commuter Routes. The ridership is now significant enough to split this service into two distinct routes- one form Frederick and one from Hagerstown. The Frederick line needs to have a sufficient P & R lot north of the city so the MTA can meet the demand.

Regional Significance:

New express service planned for operating along the Inter County Connector (ICC) will have the capability to expand into the Frederick, MD area with the addition the new parking lot.

### **Bottlenecks**

Location: T.B. near MD 5 at MD 373 Southern Prince George's County

Significant delays occur in this area during peak hours. Bus routes 901, 903, 905, 907 and 909 are delayed or detour away from this area to avoid the congestion. SHA has planned improvements there and from points north through Surratts Road along MD 5 are all a detriment to all of the above mention services

Regional Significance:

Improved traffic flow between Southern Maryland and WMATA's Green Line stations is a huge step toward a successful BRT and LRT future for this corridor.

## Capacity Restrictions

Location: DC Bus Storage and Stop Improvements

DDOT has created a bus layover area in N.E. however most commuter routes (901, 902, 904, 905, 907, 909, 922, 950 and 995) desperately need layover and parking area to start PM service in the SW and NW quadrants. Also, DDOT is in the process of eliminating a significant number of commuter bus stops along major DC corridors. This consolidation of stops will create the need for larger waiting and boarding stations where none exist today

Regional Significance:

MTA Commuter Bus, PRTC, and Loudon County Commuters will all be able to take advantage of these types of enhancements.

## Bus Stops/Stations

Location: 7th and MD near L'Enfant Metro stop

The MTA boards more than 500 riders here every day. There are no amenities and many riders spend significant time waiting on MTA Commuter buses at this location

Regional Significance:

This site is a major transit connection between MTA service and WMATA rail. The DDOT plan to reduce stops will impact this location by adding 200 more riders at this location.

Location: Southern Maryland Park and Ride lots

The various lots being planned and constructed in Southern Maryland will allow centralized connections with commuter buses to Washington, DC. The various lots are listed below:

- a) **Dunkirk P&R** - The park and ride facility in the Dunkirk area of Calvert County will accommodate 486 spaces on approximately fifteen acres of private property, replacing an existing 240-space lot leased from a private party. The park and ride will be accessible by bus, automobile, bicycle, and pedestrians and will utilize existing transportation infrastructure in the vicinity of the project site.

Ad Date: January 3, 2012

NTP Date: July 3, 2012

Estimated Construction Duration: 12 Months

- b) **Prince Frederick P&R** - Construct new, permanent 424-space park and ride lot for Prince Frederick area on existing gravel lot owned by Calvert County.

NTP issued 7/15/2010 to Peak, Inc. Anticipated completion Summer 2011.

- c) **Waldorf P&R** - Design and construct a 504 space Park and Ride lot, in Waldorf (Charles County) at the junction of Md. Rte 925 and Ft. Smallwood Drive, for commuter bus patrons.

Ad Date: 9/01/2011  
NTP Date: 2/15/2012  
Estimated Construction Duration: 12 Months

- d) **La Plata P&R** - Design and construct a 277 space park and ride facility in La Plata, Charles County.

Project Completed.

- e) **Charlotte Hall P&R** - The Park & Ride facility is located east of MD 5 at Golden Beach Road that will accommodate 500 spaces on approximately 12 acres of privately owned land in Charlotte Hall, St. Mary's County. This effort will accommodate the increasing demand for commuter parking and will supplement the space that is currently leased at Charlotte Hall Shopping Center.

Ad Date: September 7, 2011  
NTP Date: March 7, 2012  
Estimated Construction Duration: 12 Months

## **Montgomery County**

### **Capacity and Expansion**

Project Name: Hillandale Layover

Currently, Ride On Routes 10, 20, 22, 24 and Metrobus C8, K6 serve this terminal. The current location does not address the overall passenger needs and operator amenities. A bus layover and restroom facility would enhance the overall integration

Regional Significance:

A Transit Center/Layover with operator's amenities for Ride On and Metrobus operations. While White Oak Transit Center offers increase patron amenities, Hillandale offers operators' amenities with a two restroom facility equipped with water, heating and cooling.

Project Name: Milestone Park & Ride Lot

Milestone Park & Ride Lot is located in the northern part of Montgomery County on Shakespeare Blvd between Observation Drive and MD 355. Currently, four routes serve this location. There are 216 commuter spaces located at this facility with approximately 900 riders per day. There are two linear bus bays with no ability to circulate within this facility. As the surrounding area continues to expand there are opportunities for additional service as well.

Regional Significance:

An opportunity to expand service north of Milestone to connect Frederick County residents with Montgomery County residents via Germantown Transit Center with an express route to Shady Grove Metro Station or an express route to Bethesda. This could serve as an enhancement to BRAC workers that choose to live in outlying suburban areas of the county or abroad.

Project Name: Lakeforest Transit Center

Description (from, to, mode, frequency, current service, proposed change):

Currently, seven Ride On Routes and two Metrobus routes serve this location. Lakeforest Transit Center is located in what is referred to as MidCounty, adjacent to the Lakeforest Mall. Lakeforest is one of the busiest regional transit hubs outside of the Metrorail stations in Montgomery County. Some of our most productive routes serve this location where multiple routes converge to extend throughout the mid to upper spectrum of the county and as far south as Bethesda where multiple connections are available.

Regional Significance:

The current configuration at the transit center is not conducive to serve the patronage at this site. Minor upgrades are made; however, an overall revamp to create an internal circulation within the site is most desirable with improved operator and passenger amenities. This improved site would improve passenger safety, on time performance and ease of transferability among the various routes.

### **Capacity Restrictions**

Name: Metro Rail Parking Lots

Ensure that Metro Rail Station parking is adequate to handle existing and future parking needs. For example, the current parking at the Gaithersburg lot is inadequate and ridership could suffer from those who are consistently unable to find parking.

**Regional Significance:**

Having adequate parking facilities that encourage and allow current and potential user the opportunity to take public transportation benefits every jurisdiction. Giving people the options and means to take public transportation benefits the regional and makes Smart Growth work.

Name: Bi-Directional Park and Ride Lots

Currently, there are several park and ride lots that are only easily accessible in one direction; Rt. 124 lot, Rt. 117 lot, Norbeck lot, new ICC lot on Georgia Ave., and the Burtonsville lot. The impact of not having bi-directional lots is that buses are unnecessarily delayed waiting to turn into and getting back out of the lot.

**Regional Significance:**

Having park and ride lots that allow ease and speed in ingress and egress out of the lot would possibly encourage more trips into the lot, which would in turn encourage more ridership if someone were not limited to a particular bus schedule for pick-up and return to their destination.

**Bus Stops/Stations**

Project: Lighting at Bus Stops

As a matter of safety, there should be adequate lighting at all bus stops.

**Regional Significance:**

The importance of lighting at bus stops cannot be overemphasized. For someone who works unusual hours or in the short winter months, waiting at a dark location is not conducive for someone who wants or needs to use public transportation. Ridership growth, with new riders, will be difficult to achieve if people fear for their safety while waiting for a bus.

**Marketing/Customer Information**

Project: Automated Customer Information

Enhancements to the WMATA trip planner to reflect more specific jurisdictional transit information, including holiday schedules, additional carriers, tie into 511 where available and Automated Transit Information Systems (ATIS) would allow transit users to access accurate and timely transit information.

**Regional Significance:**

Each jurisdiction in the Washington metropolitan area handles their transit information in a different way and having all transit information in a manner that can be easily relayed to the customer in a variety of ways encourages the use of transit and makes the riding experience more enjoyable.

**Potomac and Rappahannock Transportation Commission (PRTC) / Prince William County, City of Manassas, City of Manassas Park**

**Capacity and Expansion**

Project Name: OmniRide Prince William Metro Direct Saturday Service

Bus service between Woodbridge and the Franconia-Springfield Metro Station. Approximately 60 minute headways between 8 am and 11 pm. Current service is weekday only.

Regional Significance:

Currently there is no transit link between Prince William County and points north on the weekends. This change would provide access to other transit systems, employers, shopping, and events on Saturdays. For some time this has been one of our most frequently requested service enhancements.

**Capacity Restrictions**

Name: PRTC Transit Center Bus Storage – Additional Western Facility

Despite an expansion of our bus yard just over two years ago to accommodate 121 buses, we are again exceeding storage capacity and continue to make do with a maintenance facility designed for a maximum of 100 buses with an active fleet of 133. In addition to funding constraints, expansion, overcrowding relief, and new services have had to be delayed until additional storage and maintenance capacity become available. Establishing a storage and maintenance facility on the western end of our service area will help alleviate capacity issues at our current facility and improve service reliability and efficiency by eliminating long deadheads and improving response times by maintenance staff. While preliminary engineering and environmental work will begin shortly we have not yet assembled all of the funds needed for construction. We are preparing for the possibility of having to debt finance a portion of the cost to expedite the facility construction in the event funds secured by the time design is completed are insufficient to award a construction contract on a “pay-as-you-go” basis.

Regional Significance:

Our ability to safely and securely store equipment will impact our ability to meet rising demand and increase service. Decreased deadheads and improved maintenance response times will improve our efficiency and reliability.

Name: Bus Staging Area for Washington/Arlington PM rush hour services

Currently commuter bus staging in and around Washington occurs mostly on a catch-as-catch-can basis because established formal sites are inadequate. This results in vehicles vying for space in the known suitable areas, staging in inappropriate locations, and sometimes actually contributing to congestion problems when not staging location can be found, forcing buses to circulate prior to starting runs.

Regional Significance:

Bus staging is a major concern for all carriers, but especially those with long deadheads along congested roadways. To help ensure on-time starts deadheads are often padded to allow for travel through

frequently (but not always) congested areas necessitating a place to park on those days when traffic is relatively free-flowing. Establishing permanent staging areas close-in would assist all commuter services.

### **Passenger Facilities**

Facility: Additional commuter parking in the I-95 corridor/Horner Road Commuter Lot expansion

A recent, substantial reduction of commuter parking spaces at Potomac Mills Mall (i.e., from 1,000 spaces to 275 spaces) has magnified the parking shortage in eastern Prince William County and the I-95 corridor. A satellite lot for Horner Road is planned and construction is expected to be completed within the next year. This new lot does not completely replace the number of spaces lost at Potomac Mills, is not contiguous to the existing lot, and cannot accommodate bus stops so long as existing operating funding is as limited as it is. Additional funding would enable the construction of additional parking bordering the existing lot, provide for on-street bus stops at the satellite lot, or both.

#### Regional Significance:

Due to a lack of commuter parking capacity in areas to the south of Prince William County, as well as robust slug activity, high frequency transit service to multiple destinations, and convenient HOV access, the Horner Road Commuter Lot serves as catchment for eastern Prince William and jurisdictions to the south along the I-95 corridor. The existing lot has over 2,300 spaces which fill before 7:00 am.



## **Prince George's County**

### **Capacity and Expansion**

Project Name: South County Circulator

Grant funding to be used for purchase of additional buses for the Oxon Hill/Branch Avenue circulator routes and demand service to meet the increasing needs of a growing community and to reduce congestion and overcrowding in the current system. Exact route design still pending. Modes will feature fixed route bus and paratransit. Funding source for operating expense yet to be determined.

#### Regional Significance:

Major means of accessibility for a highly populated and major corridor in an under served portion of the County. MD Route 210 becomes South Capitol Street, DC at the southernmost tip of Southern Avenue at DC /Prince George's boundary. This corridor is a significant corridor for bus transit in both the County and the District.

### **Bottlenecks**

Location: MD Route 1

US Route 1 from University Park thru College Park especially during peak hours. Congestion from beltway interchange-heading south on US Route 1 with particular constraint at Cherry Hill Road and south to MD Route 410 (East West Highway). Bus vehicle must share roadway with cars and other commercial vehicles and roadway capacity is limited.

#### Regional Significance:

Detrimental to efficient travel capabilities for patrons on Metrobus and TheBus from Beltsville to Mount Rainer. Mount Rainer bus terminus serves as point of transfer for Metrobus routes headed into Washington, DC.

Location: MD Route 210 (Indian Head Highway)

Congestion takes place from intersection of MD Route 210 and Swann Creek Road north to MD Route 210 and I-495 interchange. Bus vehicles must share lanes with cars and other commercial vehicles. Roadway capacity issue –limitations result in part because the route is major arterial for many subdivisions from Oxon Hill in Prince George's County south thru Charles County.

#### Regional Significance:

Roadway capacity issue –limitations result in part because the route is major arterial for many subdivisions from Oxon Hill in Prince George's County south thru Charles County.

### **Capacity Restrictions**

Project: Schedule Coordination with Metrorail

Scheduling of arrival and departure from Metro-rail Stations need to be planned around Train schedules.

## **Washington Metropolitan Area Transit Authority (WMATA)**

### **Capacity and Expansion**

Project Name: Metrobus Q9 Veirs Mill Road

This service would operate during morning peak hours (6am – 9am) and afternoon peak hours (3:30pm – 6:30pm), at 12-minute frequencies, between Shady Grove Metro station and Wheaton Metro station (both northbound and southbound), using Rte 355 and Veirs Mill Road. This service would supplement/enhance current Q Line service (Q1, Q2, Q4, Q5, Q6), but would not replace any of the current Q Line routes.

This service was part of the final recommendation that came out of the Q Line – Veirs Mill Road Study, completed in July, 2009. Other service recommendations were implemented in December, 2009, at a cost-neutral strategy to improve and enhance service in the corridor. At the time, no funding was available to implement route Q9 limited-stop service.

#### **Regional Significance**

This Q9 service is significant for the region, as the Q Line is one of the heaviest Metrobus lines in the corridor with a substantial commuter ridership riding in both directions; the corridor is geographically long with a large number of bus stops and frequent boardings/alightings; and the Q9 service would provide commuters a quicker way to commute between the Red Line's western branch corridor and the Red Line's eastern branch corridor with minimal stops in-between. The Q9 service is estimated to benefit 52.41 percent of all current Q Line weekday peak period riders.

Project Name: Metrobus K9: White Oak and Fort Totten

Current service in the corridor is local Route K6 between White Oak in Montgomery County, MD and Fort Totten Metro Station in the District of Columbia operating every 8 to 10 minutes during peak periods, every 30 minutes during off-peak weekdays, and every 20 minutes on weekends with 100 total bus stops. Study identified problems with overcrowding, schedule adherence and safety and security on the buses. Study proposed a new local, short-turn Route K6/ service between Fort Totten Metro and the Northwest Apartments at the halfway point of the corridor operating at a frequency of 30 to 40 minutes during peak periods only.

Study proposed a new limited stop express Route K9 between White Oak and Fort Totten serving 9 major bus stops along the New Hampshire Avenue corridor with 10-minute headway in both directions during peak periods. Service improvements proposed in the study would enhance bus service to the Federal Food & Drug Administration in the northern sector of the corridor, serve the proposed White Oak and Langley Park Transit Centers, and connect to the proposed light rail Purple Line. Implementation of service improvements will be subject to the availability of local subsidy funding from Montgomery County.

#### **Bottlenecks**

Name: 14th Street Bridge

14th Street bridge / I-395 and connecting roadways into downtown.

Regional Significance:

Primary access point to downtown for many regional bus routes

Name: K Street NW

Busway proposed in 2008 plan is still needed for this major transit artery in the downtown.

### **Capacity Restrictions**

Name: MD - New Hampshire – from University Ave to I-495.

This segment affects the K6 bus route, which runs from Ft. Totten Metro Station to the White Oak area of Montgomery County. With a peak hour, peak direction bus only lane at this location, a bus trip could be reduced by as much as 6 minutes for the entire corridor affecting both District and Maryland riders.

Name: VA - Army Navy Dr – from Fern Street to Joyce Street

Over 150 buses traverse this segment daily and although it is a short segment, it has very slow speeds, mostly due to the Hayes Street intersection. Some type of bus priority treatment needs to be installed at this intersection to help move buses faster.

Name: DC - I Street – from 13th St NW to 19th St NW

This segment has over 450 buses a day and is key to both commuter and local bus networks. It connects VA, MD and DC based routes which all utilize this segment. Buses need to be sped up (which could involve designing skip stop service patterns for the buses) as well Transit Signal Priority and bus only lanes (most likely the second lane from the curb to avoid affecting right turners).

Name: Downtown DC Intersections and Key Gateways

The downtown area is key to both commuter and local bus networks. It connects VA, MD and DC based routes which all utilize this segment. Buses need to be sped up and a traffic signal priority system uniform to all commuter and city buses could speed transit travel significantly, would for buses throughout the downtown area as well as at key bridge intersections.

Regional Significance:

Would benefit all providers using the downtown area.

### **Passenger Facilities**

Facility: Anacostia Metrorail Station Bus Bays

Additional bus bays are needed at Anacostia Station to accommodate shuttle service to the St. Elizabeth's campus for all Federal facilities scheduled to open there.

Regional Significance:

The former St Elizabeth's site will be a huge employment center drawing residents from the entire metropolitan area. Shuttle bus service may be operated by carriers other than WMATA.

Facility: Park and Ride Lots as Metrorail Extensions

Consider the feasibility of an outer ring (e.g., ten miles outside the Beltway) of Park and Ride lots that would offer express bus service (at rail headways) to rail station termini. For example, a P&R in Lorton with convenient feeder bus service to Franconia Springfield.

Regional Significance:

We are running out of space at rail stations. We can increase the productivity of Metrorail by expanding park and ride capacity in remote locations. This type of approach could manage passenger demand in the region's fastest growing areas.

### **Marketing/Information Systems**

Project: Ongoing Survey of Metrobus Riders

This survey would provide ongoing information about bus riders, their demographics, their preferences, and traveling patterns. Data would be kept current and we would not have to rely on information that is sometimes several years old about riders of specific bus lines.

Regional Significance:

Could have implications for subsidy allocations.

Project: Study of Potential Demand for Transit Links to Activity Centers

Data on demand for transit between outlying and growing activity centers, for instance Bethesda to Tysons, or Alexandria to Woodbridge.

Regional Significance:

Potential to reduce SOV traffic.

## **Virginia Department of Rail and Public Transportation (DRPT)**

### **Capacity and Expansion**

Project Name: I-66 Transit Improvements

Express bus service, transit stations w/park and ride, direct access ramps from managed lanes. Station and park and ride lots at: Haymarket, Gainesville, VA 234 Bypass, Bull Run, Centerville, Stringfellow, Fairfax Corner. Link transit improvements with managed lanes and active traffic management to provide an integrated corridor management system utilizing technology for operator enhancements and customer information.

I-66 Transit Plans are driven by NEPA at the moment and may be funded as a ROD is made. Cost of service enhancements, transit infrastructure improvements are estimated at \$350-400 million, for which a public-private initiative may emerge.

Regional Significance:

Regionally significant from Rte 15 to I-495 and has corridor effects in larger travel shed.