

Regional Priorities for Bus Services – Projects by Theme

The 2011 Regional Priorities for Bus Services is a guide to highlight important themes for bus projects across the region. The following eight themes were developed by participants to organize projects across the region.

1. Serving Customers

Improve the quality of bus service: information, accessibility, security, and safety.

- Bus stop lighting.
- Bus stop ADA accessibility.

Improve coordination of regional information:

- WMATA trip planner – real-time information,
- RITIS – applications for public,
- 511,
- Bus rider survey – outer suburban travelers,
- Regional market analysis.

2. Connecting the Region

Long-term, an integrated network of regional bus service needs to be developed, including commuter bus and routes connecting regional hubs. Major activity centers and commuter locations out in the suburbs need to be connected with each other and with the downtown core.

- Service connecting to / extending Metrorail at:
 - Branch Ave,
 - Shady Grove,
 - Franconia-Springfield,
- Intra-regional service:
 - Tysons-Bethesda,
 - Frederick-Dulles,
 - Alexandria-Woodbridge.

In addition, regional bus service should be improved through proactive technology and operations, using integrated corridor management systems that would link transit improvements with managed lanes (HOV/HOT) and active traffic management.

- I-66 integrated corridor management system

3. Bottlenecks and Hot Spots – Bus Access to Regional Hubs / Activity Centers

To provide an effective regional transportation alternative, bus service needs to be fast and reliable for customers. Bus priority treatments are needed along major arteries. In addition, access points to activity centers and/or transit hubs need to have treatments to enable high-quality service.

- Major arteries used by bus which would benefit from managed lanes (HOV/HOT) include:
 - I-270

- I-66
 - I-395
 - US-15
 - US-1 (in Maryland, the District, and Virginia)
 - MD-5
 - MD-373 (Accokeek Road)
 - MD-210 (Indian Head Highway)
 - 14th Street Bridge (I-395).
- Critical access points to major activity centers and transit hubs would benefit from dedicated bus access, including:
 - Duke Street / King St Metro,
 - (eastbound, left turn) at Callahan in Alexandria,
 - (eastbound) at Telegraph Road.
 - Fern / Joyce Streets (Pentagon City),
 - South Eads / exit from Pentagon,
 - Vienna Metro.
 - Potential solutions for urban roadways include transit signal priority (TSP), queue jumps, and bus/HOV lanes.
 - H & I Streets NW Paired Bus Lanes,
 - 14th Street NW Bus-Only Lane,
 - K Street NW.

4. The DC Core – Downtown DC Bus Center & Bus Stops

As the urban center, downtown DC has the highest demand for transit service, with hundreds of local, commuter, tour and intercity buses. There is a critical need for:

- Mid-day commuter bus and tour bus storage and layover places.
- Intercity Bus Center for DC
- On-line reservation system.

DC Bus Stops – Consolidation plan in progress.

- 7th & Maryland (L'Enfant Plaza).

5. Regional Transit and Intermodal Transfer Centers

To complement improvements in downtown DC, transit customer facilities are needed across the region to improve trip connections and quality of service as use of transit increases.

- Improved bus transit centers are needed:
 - Ballston Common Mall,
 - Crystal City (18th Street South),
 - Fort Totten,
 - Frederick Town Mall,

- Francis Scott Key Mall
- Gainesville,
- Haymarket,
- Lakeforest,
- Southern Towers,
- Union Station,
- Anacostia Metrorail Station,
- Pentagon Metrorail Station,
- Van Dorn Metrorail Station,
- Park & Ride Lots for long-distance commuters are needed in outer suburban locations:
 - Davidson,
 - Frederick City,
 - Hillandale,
 - Monocacy,
 - Milestone,
 - Myersville,
 - Potomac Mills,
 - Springfield,
 - Calvert and St. Mary's Counties:
 - Charlotte Hall, Dunkirk, La Plata, Prince Frederick, Waldorf.
- I-66 Improvements could include Park & Ride lots or transfer centers at:
 - Bull Run,
 - Centerville,
 - Fairfax Corner
 - Gainesville,
 - Haymarket,
 - Stringfellow,
 - VA 234 Bypass.

6. Providing the Fleet – Bus Facilities

Bus fleets require adequate facilities for servicing and maintenance to keep buses in a state of good repair. Half of the public bus agencies are already exceeding intended facility capacity, imposing additional costs, including:

- ART
- Fairfax Connector
- PRTC
- WMATA
- DC Circulator
- Frederick TransIt
- Ride On

7. Service Needs and Changes

Customer demand for transit service is increasing, not just generally but also in specific sectors, due to significant developments (i.e., new highways and urban centers), and across the time of week and day.

- New Service:
 - Oxon Hill / Branch Avenue
- Increased weekend/holiday service:
 - Woodbridge to Franconia-Springfield Station
- Increased reverse-commute service:
 - Downtown DC to Frederick.
 - Germantown to Frederick.

Restructuring of bus services include:

- Meeting with Silver Line to Tysons and then to Dulles,
- Completion of the ICC / Bus Service Plan,
- Virginia HOT Lanes,
- Metrobus Priority Corridor Network (PCN):
 - Veirs Mill Road (Q9), connecting two branches of Red Line.
 - White Oak-Fort Totten Metro (K9), serving FDA site and proposed transit centers.
 - Dupont Circle-Anacostia (99), serving many urban activity centers.
 - Proposed Anacostia-Congress Heights line, serving St. Elizabeth's development.
- Streetcar / Light Rail and Bus Connections.

8. Federal Relocation & BRAC

Significant developments are taking place due to the federal government moving civil offices and military bases. Investment in additional service and facilities is needed if the region hopes to make transit a mode of choice for these locations.

The military base moves under Base Realignment and Closing (BRAC) include:

- Mark Center/ BRAC-133 (I-395 and Seminary Road),
- Bethesda Medical Center (New Walter Reed),
- Arlington Hall (Arlington Blvd and George Mason),
- Andrews AFB,
- Ft. Meade,
- Ft. Detrick,
- Ft. Belvoir.

Other Federal moves include:

- Department of Homeland Security (DHS) campus at St. Elizabeth's.