

# **Regional Partnerships for Bus Priority Expansion: Tactical Bus Lanes Demonstration Project**

TPB Regional Public  
Transportation Subcommittee

Bus Priority Program  
March 28, 2023

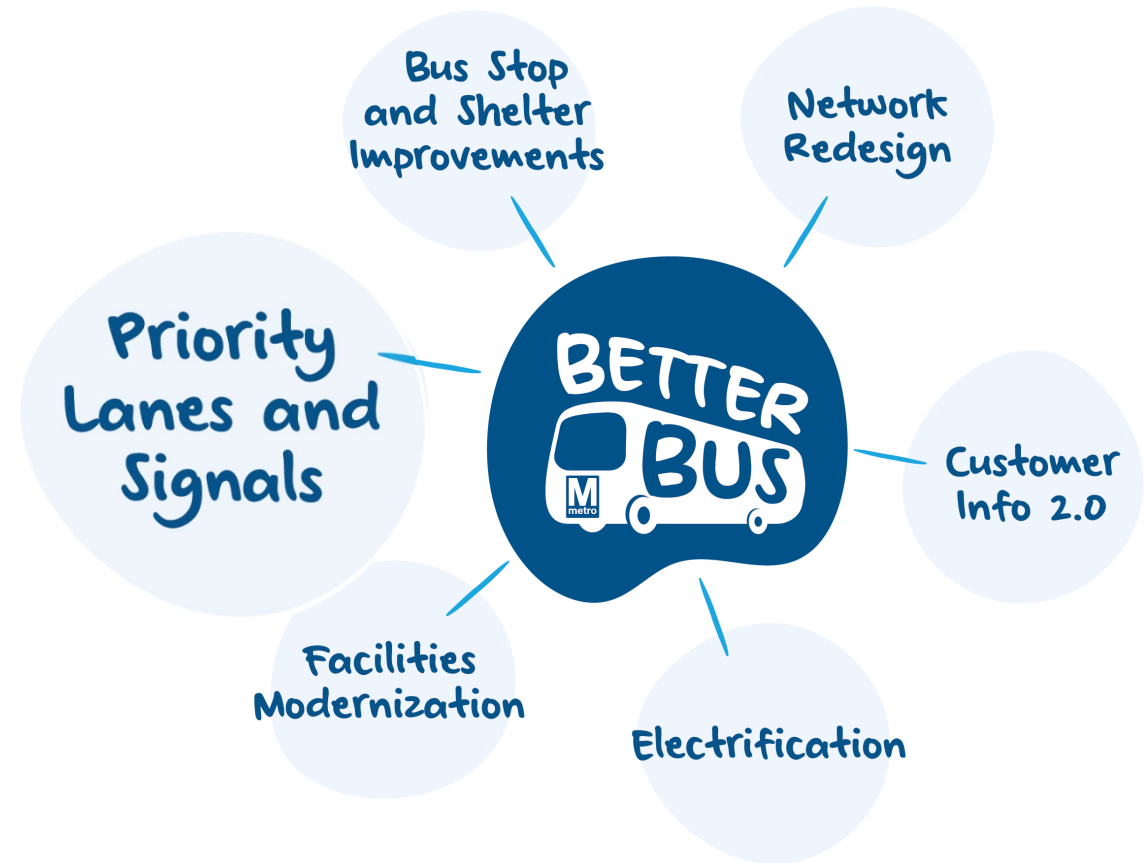


## Better Bus Initiatives



**Purpose:** Transform bus into a fast, frequent, reliable, affordable system that feels unified

**Outcomes:** 26 recommendations + Action Plan




## Meeting Agenda

1. Goals and Objectives
2. Project Details
3. Schedule
4. RAISE Grant Application
5. Conclusion



Metrobus Turning at Wayne Ave and Georgia Ave  
Downtown Silver Spring, MD

## Goals and Objectives



Improve bus service on-time performance and reliability



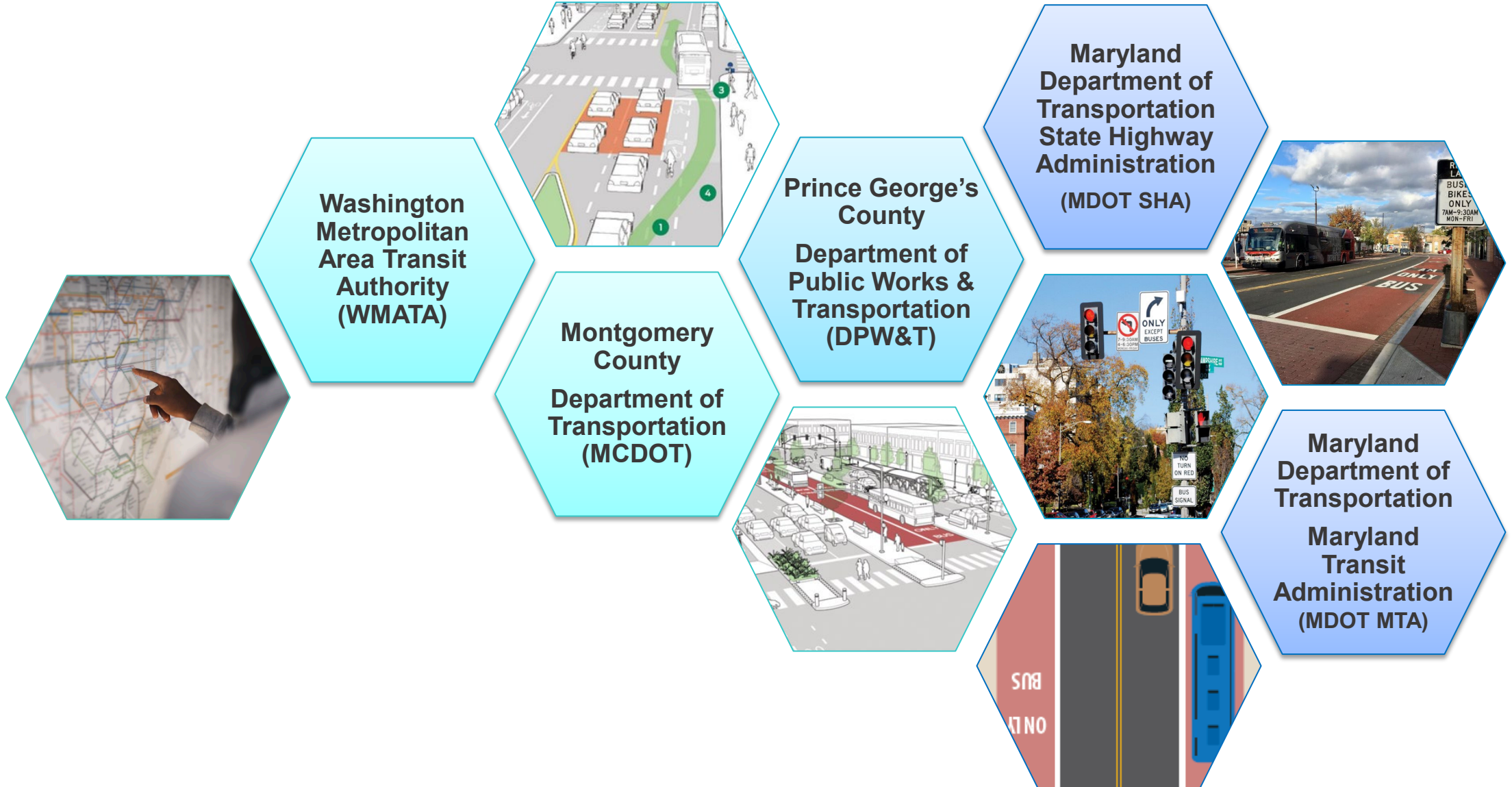
Accelerate implementation of Bus Rapid Transit (BRT) corridors in both counties



Foster a stronger partnership between WMATA and Maryland jurisdictions

Ongoing multi-agency collaboration with MDOT SHA, MCDOT, and DPW&T

# Multi-Agency Collaborative Effort



# Why Tactical Bus Lanes?

- Quick-build bus lanes using only red paint and signs
- Bus riders see benefits faster
- Demonstration projects can be modified and improved easily
- Supports Metro's Better Bus and Sustainability Initiatives and each county's respective Climate Action Plan



Bus lanes on Century Boulevard in Germantown, MD



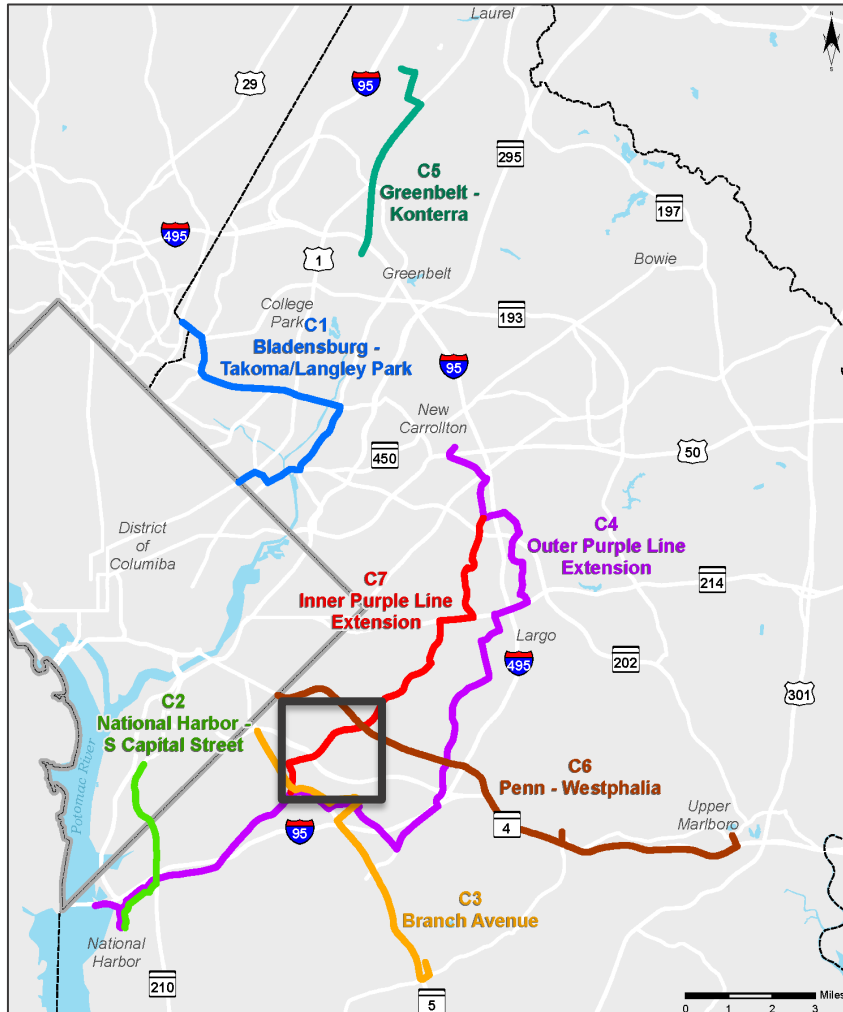
Bus lanes on Wayne Avenue  
Silver Spring, MD

# Bus Lanes in the Region and Maryland

Demonstration projects produce faster implementation and benefits

<b>Bus Lane Project</b>	<b>Length (miles)</b>	<b>Jurisdiction</b>	<b>Implementation Time</b>
<b>H &amp; I Street, NW Pilot</b>	<b>1.6</b>	<b>DC</b>	<b>6 months</b>
<b>14<sup>th</sup> Street NW</b>	<b>0.6</b>	<b>DC</b>	<b>2 years</b>
16 <sup>th</sup> Street NW	2.7	DC	10+ years
<b>Germantown Transit Center</b>	<b>0.3</b>	<b>MD</b>	<b>8 months</b>
<b>York Road Pilot</b>	<b>0.7</b>	<b>MD</b>	<b>6 months</b>
North Avenue Rising	7.0	MD	5 Years

## Proposed Bus Rapid Transit (BRT) Corridors Prince George's County



The proposed Tactical Bus Lane project on Silver Hill Road (MD 458) advances one of the projects identified in the Transitway Systems Planning Study.

Transitway Systems Planning Study (2012)



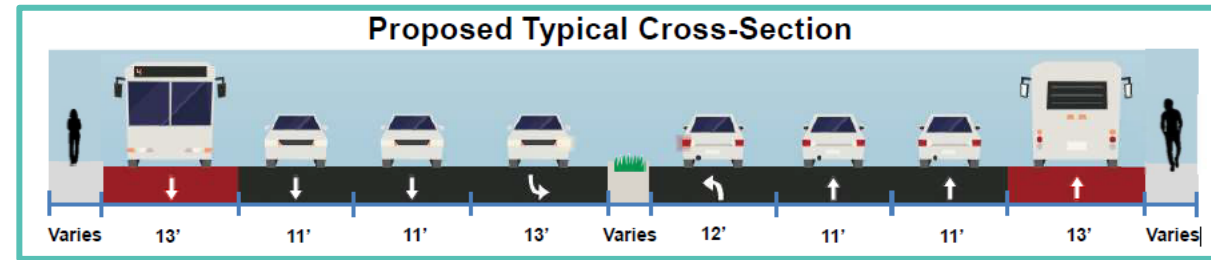
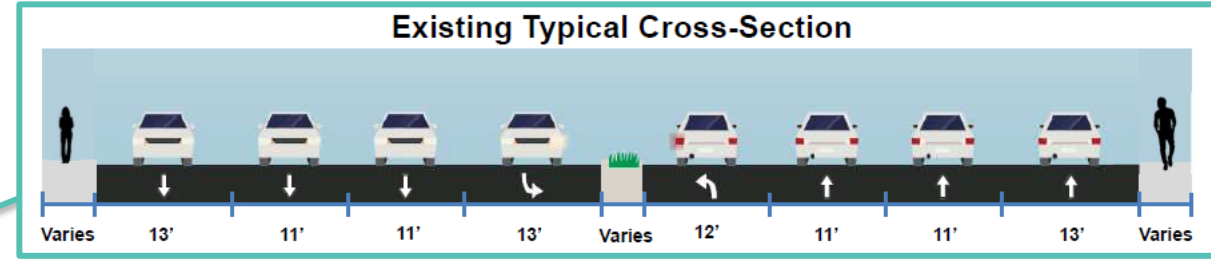
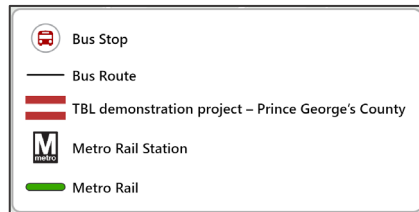
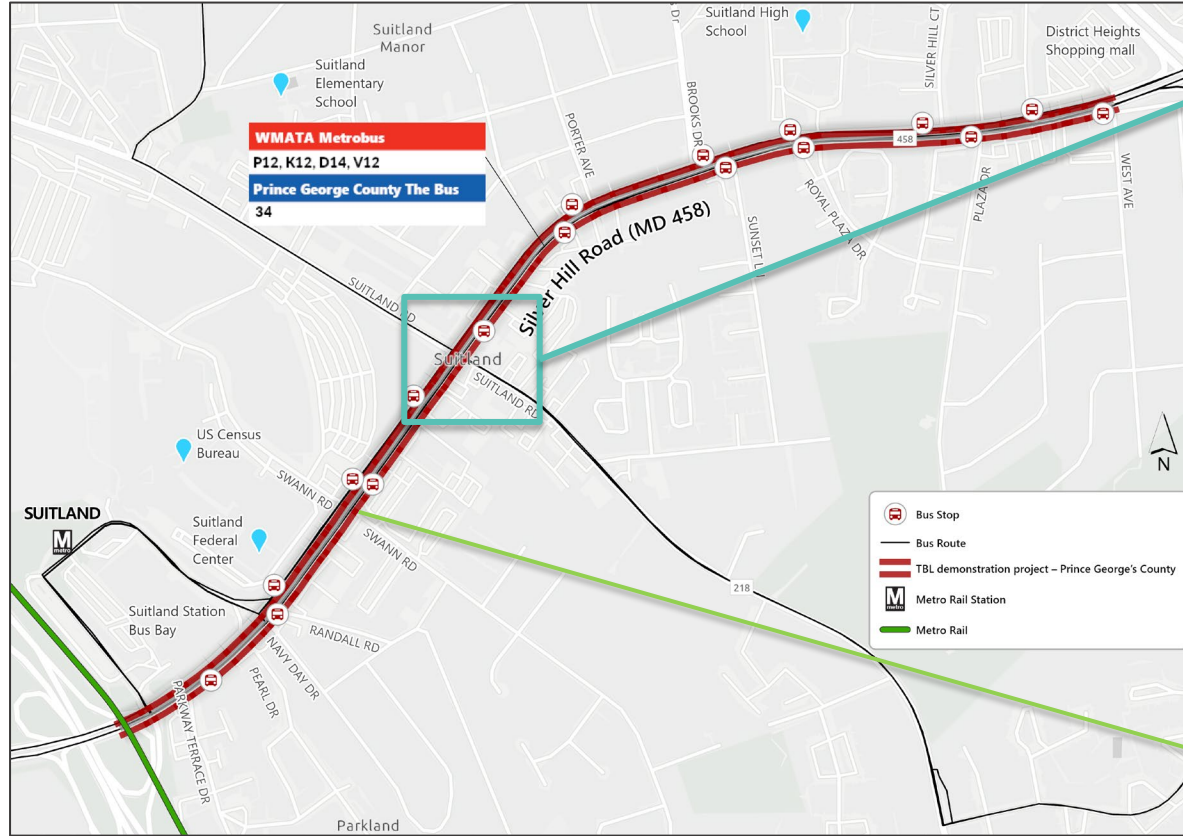
## Proposed Bus Rapid Transit (BRT) Corridors in Montgomery County



The proposed Tactical Bus Lane project on Georgia Avenue (MD 97) advances one of the projects identified in the Countywide Transit Corridors Functional Masterplan.

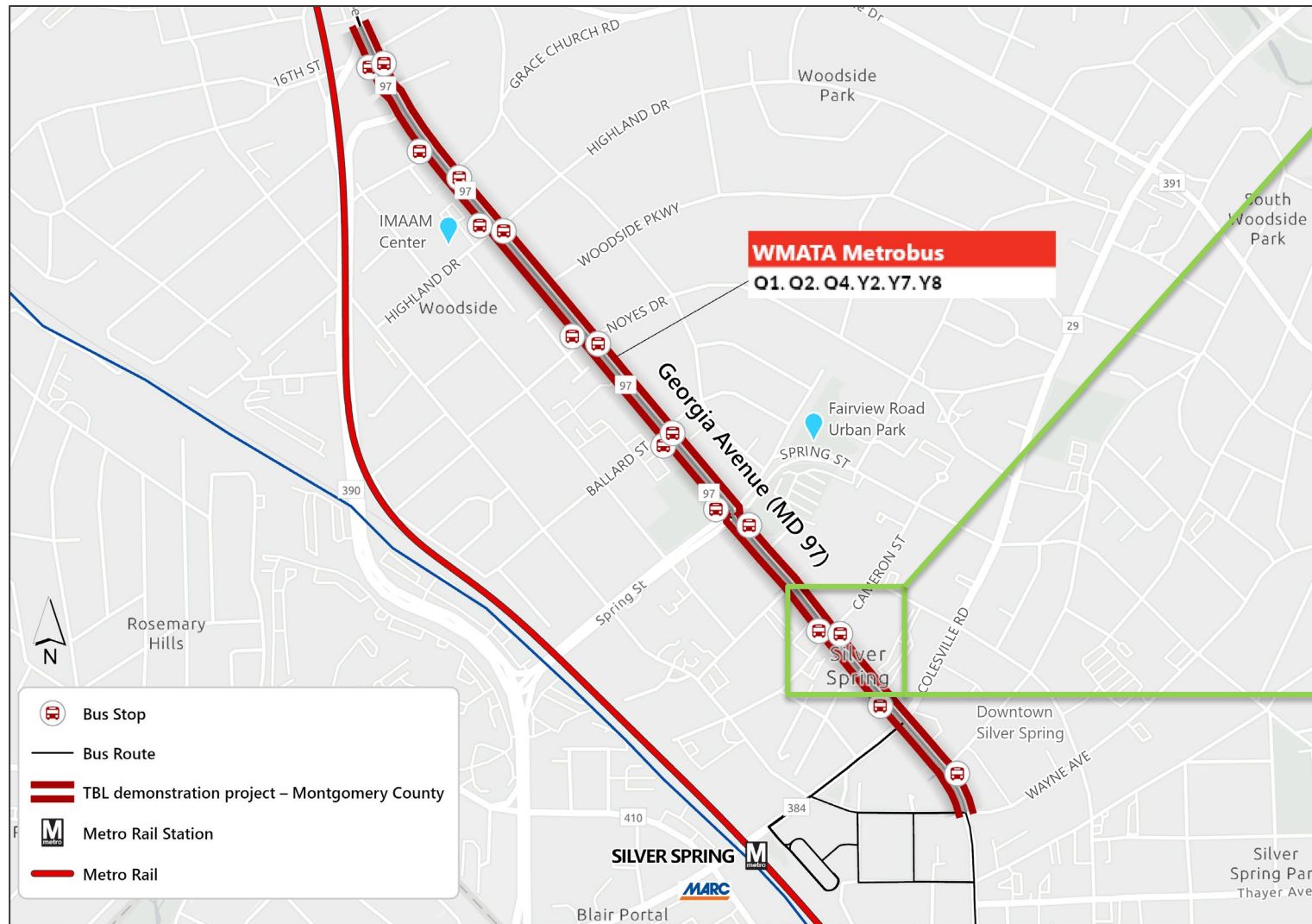
Countywide Transit Corridors Functional Masterplan (2013)

## Silver Hill Road (MD 458)

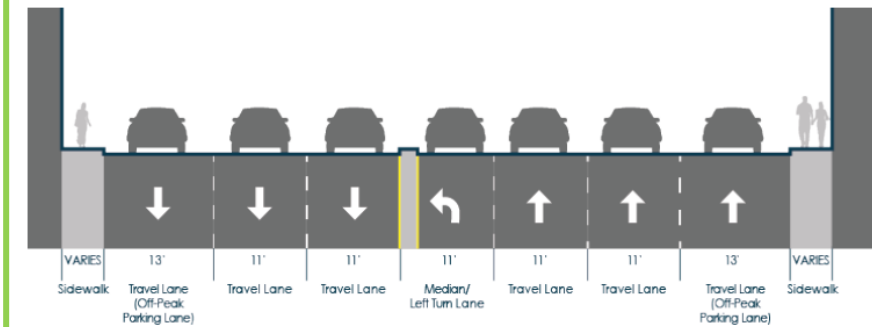


## 2. Project Details

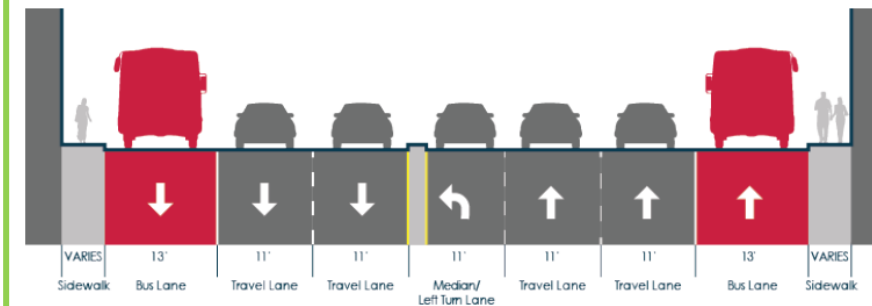
# Georgia Avenue (MD 97)



### Existing Typical Cross-Section



### Proposed Typical Cross-Section (Peak Period)



# Transit and Vehicle Data

## Silver Hill Road (MD 458)

Metrobus Routes	The Bus Routes	Combined Average Daily Weekday Ridership (Oct 2019)	Buses Per Hour (Jan 2022)	Metrobus Speeds (Oct 2019)	Average Vehicles Per Weekday (2019)	Number of Travel Lanes	Curb Lane Condition
D12, K12, P12, V12	34	12,246	12	7-18 mph	35,610	6	No parking anytime; Lane shared with bicyclists

- High ridership corridor multifamily residential, employment, retail, and entertainment destinations
- Important regional connection to the Metrorail Green Line
- Large organizations and federal employers, such as the US Census Bureau

# Transit and Vehicle Data

## Georgia Avenue (MD 97)

Metrobus Routes	Ride On Routes	Combined Average Daily Weekday Ridership (Oct 2019)	Buses Per Hour (Jan 2022)	Metrobus Speeds (Oct 2019)	Average Vehicles Per Weekday (2019)	Number of Travel Lanes	Curb Lane Condition
Q1, Q2, Q4, Y2, YZ, Y8, F4	12, 13, 14, 16, 17, 20	16,112	12	5-9 mph	38,150	6	No Parking North of Spring St / Off Peak Parking Downtown

- High ridership corridor with multifamily residential, employment, retail, and entertainment destinations in Downtown Silver Spring
- Important regional connection to the Metrorail Red Line, Ride On, FLASH, and MARC Brunswick Line at Silver Spring Transit Center

# Performance Evaluation

Evaluate bus reliability, speed, and traffic before and after installation

Increased speeds  
for slowest buses



Improved **reliability** for bus riders

Increased median  
bus speeds



Reduces overall travel times for bus riders

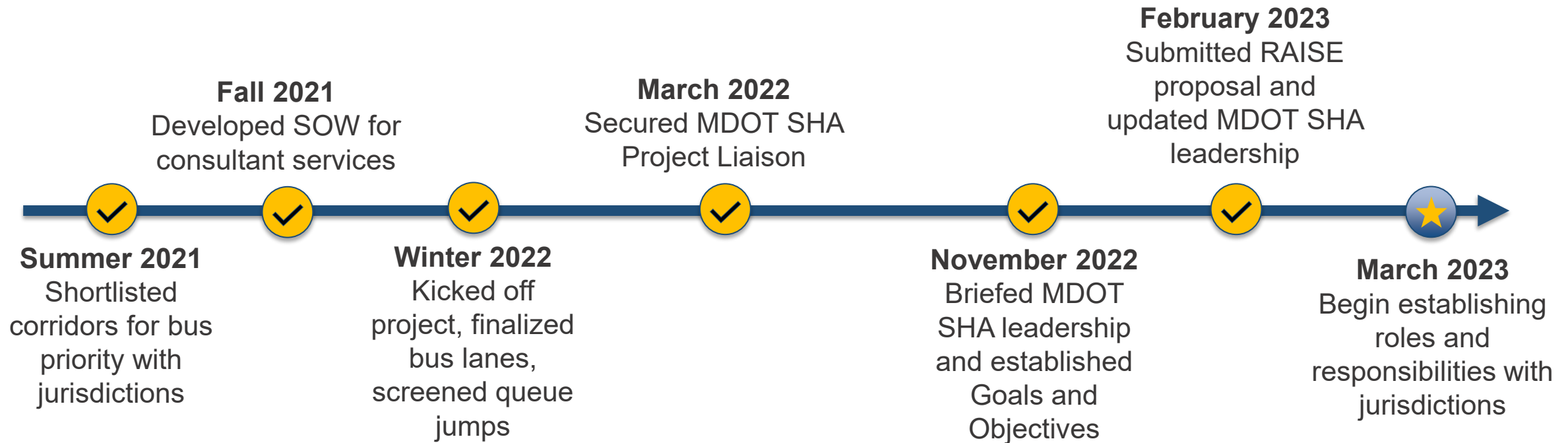
Traffic Analysis



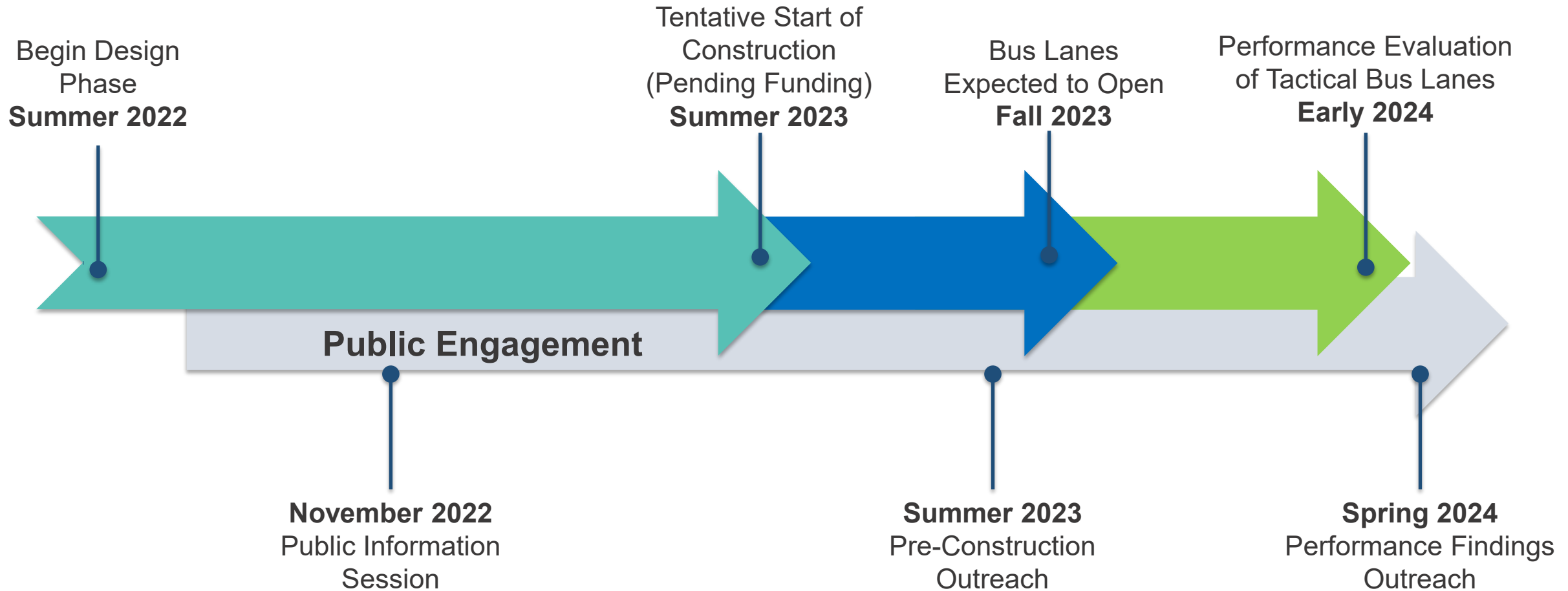
- Allows mitigation for potential concerns before installation
- Provides a baseline for evaluation and future modifications

# Project Initiation and Progress

## Overview of Key Coordination Activities



# Project Schedule





# Project Elements in Tactical Bus Lanes and RAISE Projects

## Tactical Bus Lanes

**Project Construction Cost: \$5 million  
(Currently Unfunded)**

- Red paint for bus lanes
- Striping and Bus Only text
- Signage for times of operation, no parking, etc.
- Queue jumps and bus preferential treatments

## RAISE: \$19.8 million

**Project Cost: \$5 million WMATA & MDOT**

- Red paint for bus lanes
- Striping and Bus Only text
- Signage for times of operation, no parking, etc.
- Queue jumps and bus preferential treatments

**Project Cost: \$14.8 million USDOT**

- NEPA Review (likely Categorical Exclusion)
- Refinement of design to add amenities
- Milling and repaving
- Transit Signal Priority
- New Bus Shelters
- ADA Ramps and High Visibility Crosswalks

*WMATA is funding \$1.1 million for planning and design for the Tactical Bus Lanes project*

*WMATA and MDOT are both contributing \$2.5 million each toward the local match for the RAISE project*

## Merit Criteria



### Economic Competitiveness & Opportunity

- Total time travel savings of 137,913 Person-hours along both corridors
- \$1 million in discounted travel time savings



### State of Good Repair

- Concurrent maintenance schedule by full roadway re-pavement



### Innovation

- Dedicated bus lanes, transit signal priority, and queue jumps for improved safety and reliability



### Partnership & Collaboration

- Pioneering co-sponsorship and partnership of WMATA with MDOT



### Mobility & Community Connectivity

- \$0.3 million of discounted active transportation benefit



### Quality of Life

- 23 bus shelters constructed
- 33 crosswalks created



### Safety

- 433 crash incidents reduced
- NPV crash savings of \$34.6 million



### Environmental Sustainability

- 17 metric tons of CO2 emissions reduced
- Fuel Consumption down by 16,224 gallons



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**Bus Lanes Project Website:**  
**<https://wmata.com/initiatives/strategic-plans/Bus-Lanes/>**