

TPB SCENARIO STUDY

Progress on “CLRP Aspirations” Scenario

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Presentation to the TPB Regional Bus
Subcommittee

October 28, 2008

Transportation Component

Questions for consideration by the subcommittee

How will the BRT network provide service to and through the core?

What are the details of the transit level of service on the BRT network?

Where should the needed park-and-ride lots be located?

What criteria do we use for including other non-BRT projects in the scenario?

Potential BRT Network with Stations

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Buses can stop at stations located in activity centers, park and ride lots and existing Metrorail stations via dedicated access ramps

Bus routes on VPLs can provide low-cost but high-quality transit to activity centers without transit service.



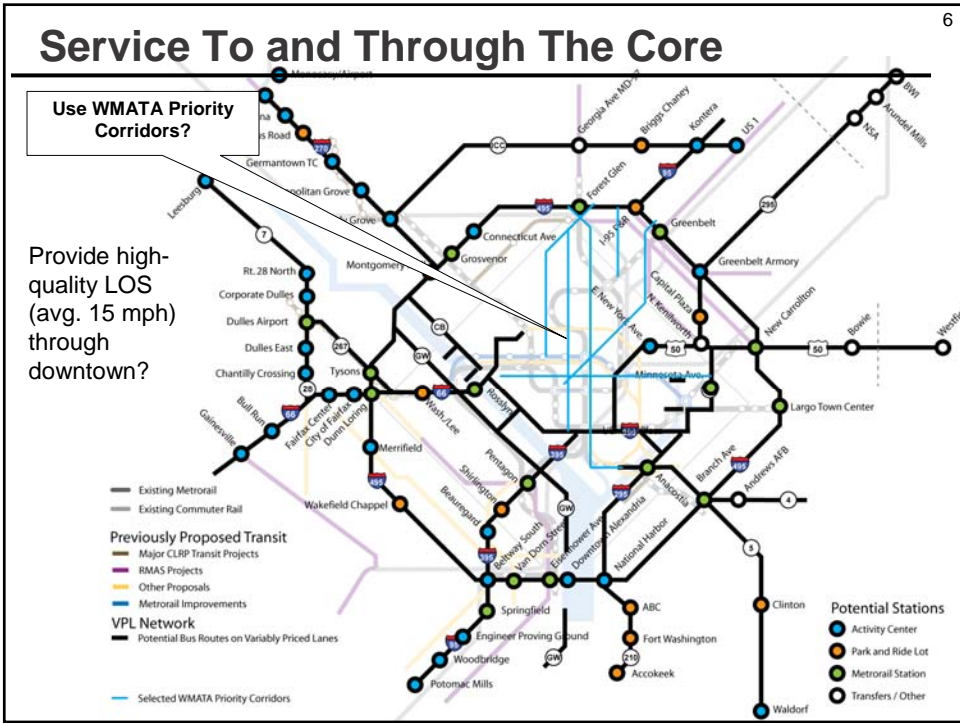
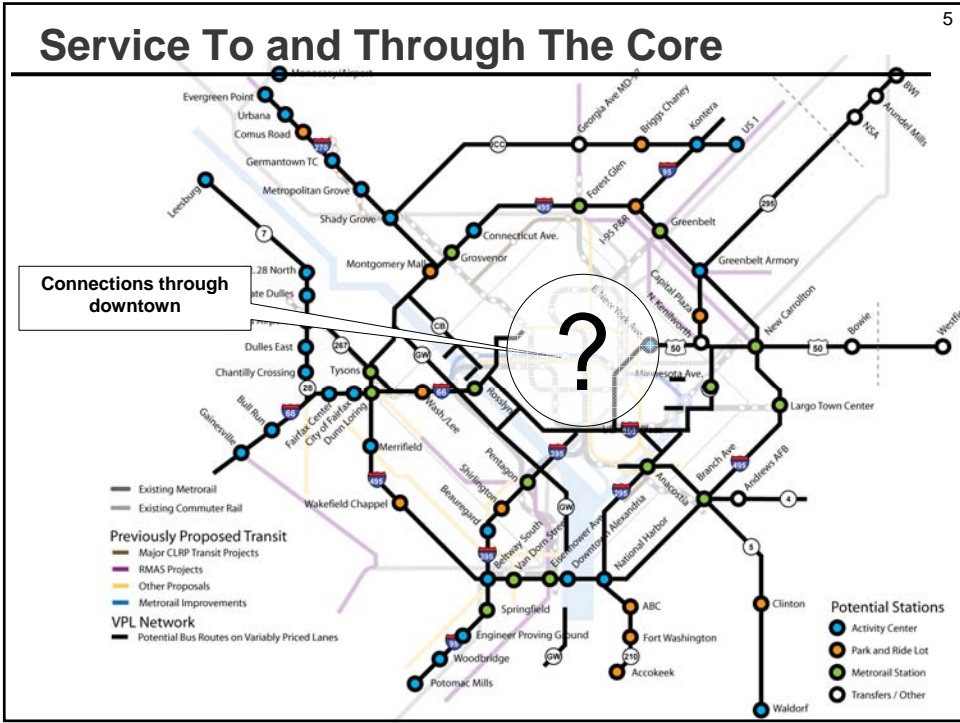
Bus Service on Variably Priced Lanes

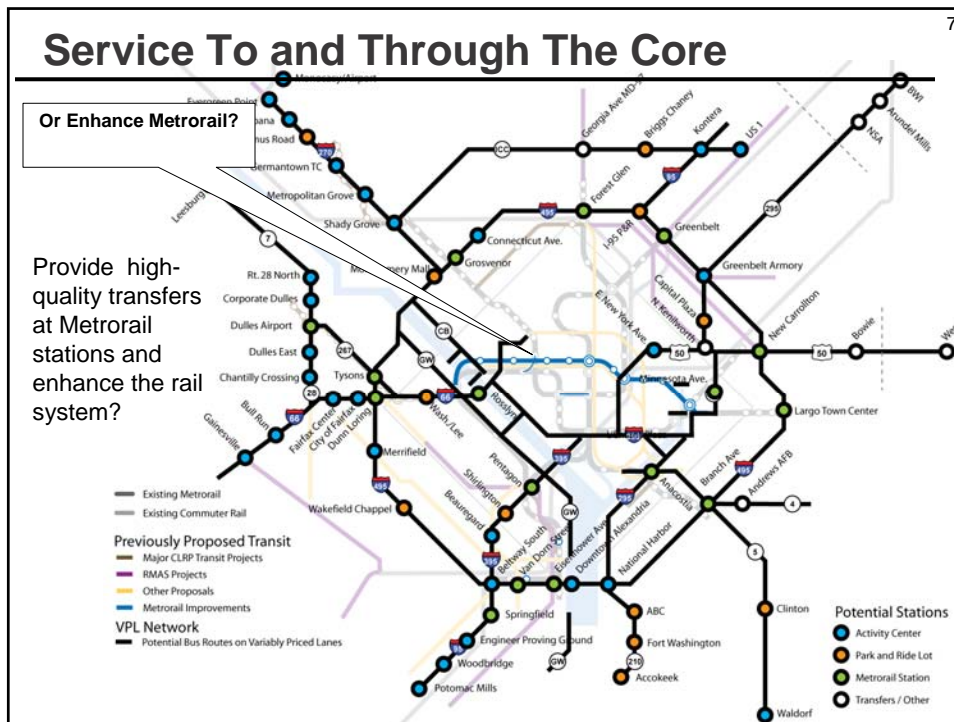
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- Previous pricing study evaluated regular and express bus service operating on the variably priced lanes
- CLRP Aspirations Scenario to include BRT-like bus stations and technologies at high-demand locations



The Shirlington Transit Station,
Arlington, VA.





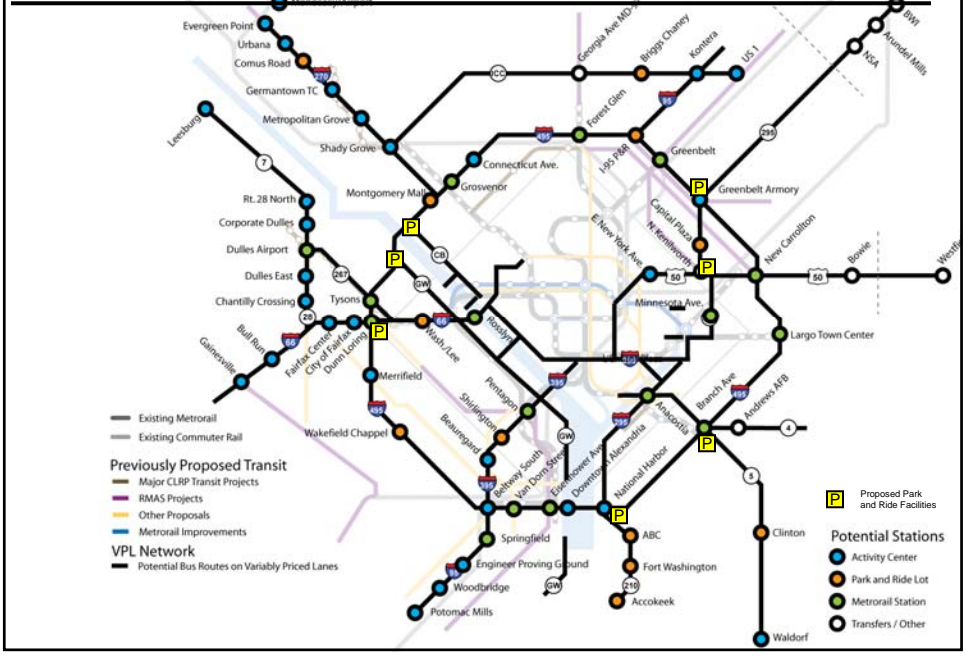
Level of Service of BRT System

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What are the details of the transit level of service on the BRT network?

- Suggested LOS for the BRT network is as follows:
 - 15 minute headways during peak periods
 - 30 minute headways during mid-day off-peak and weekends.
 - 45 minute headways during PM off-peak
- Transit on toll lanes will assume 55 MPH travel speed.
- Transit on mixed/priority lanes will assume 15 MPH travel speed.
- Assume off-board payment systems for entire network.
- Assume all-door boarding at all transit stations.
- Assume 60' articulated vehicles, 5 sets of doors (2 on the left, 3 on the right).

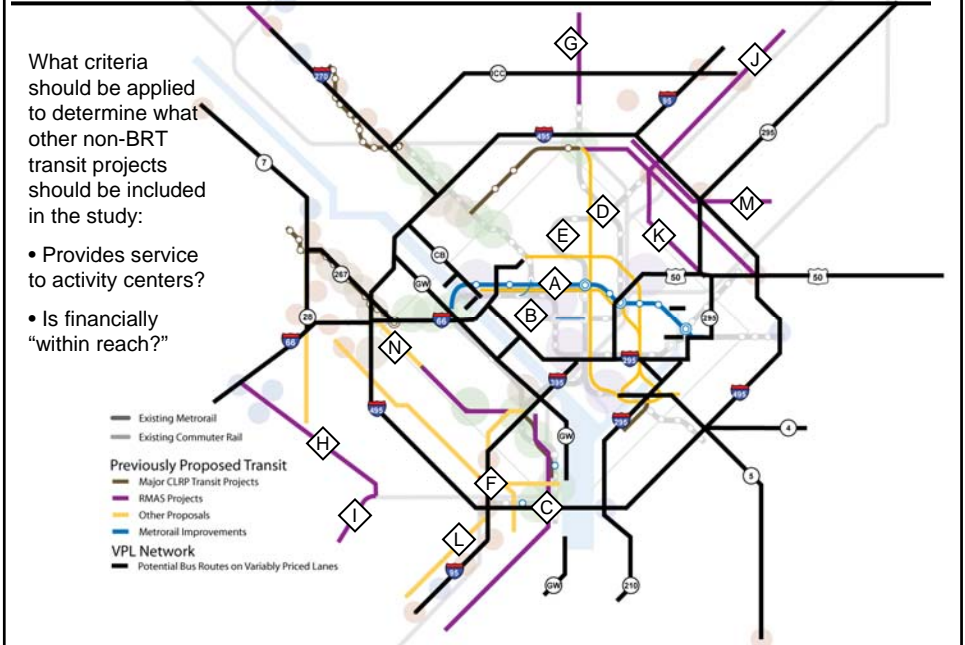
Needed Park and Ride Facilities



Inclusion of other non-BRT projects

What criteria should be applied to determine what other non-BRT transit projects should be included in the study:

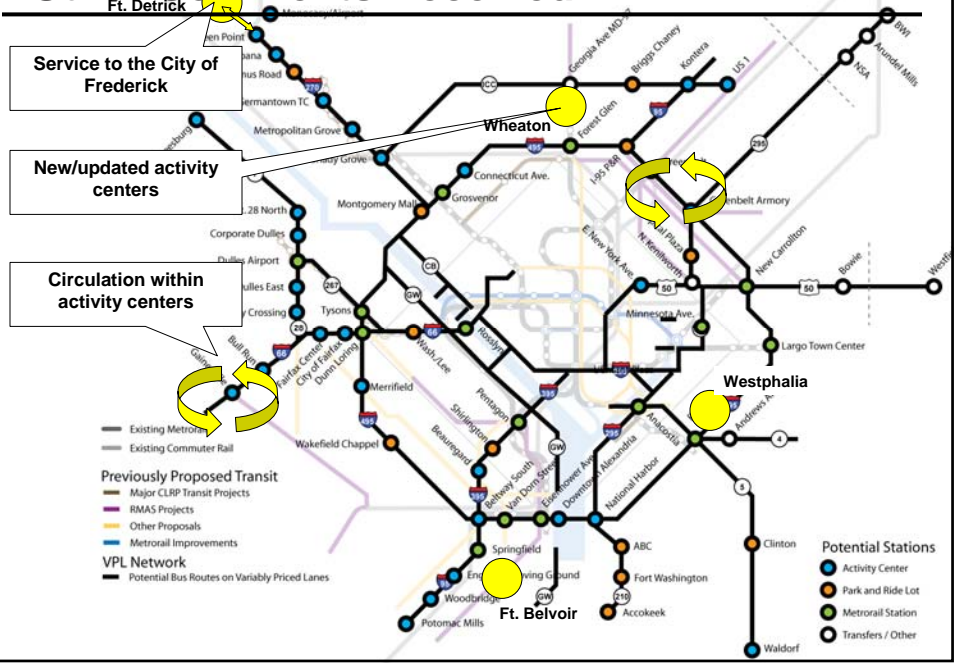
- Provides service to activity centers?
- Is financially "within reach?"



Non-BRT Projects Available for Consideration

Id	Mode	Route Name	Description	Source	Activity Centers	Funding Strategy
A	HRT	New Blue Line	New Blue Line tunnel under M St, new crossing at Rosslyn	WMATA	Georgetown, Downtown Washington	
B	HRT	Pedestrian Tunnels	Pedestrian tunnels between Gallery Place/Chinatown and Metro Center; and Farragut North and Farragut West.	WMATA	Downtown Washington	
C	HRT	Eisenhower Valley Station	Construct a new Metrorail station at Eisenhower Valley	City of Alexandria	Eisenhower Ave.	Local (value capture)
D	LRT	DC Streetcar	Three routes: Georgetown to L'Enfant Plaza, Georgetown to Minnesota Ave, Bolling AFB to Silver Spring	DDOT	Downtown Washington, Monumental Core, Federal Center	
E	BRT	DC BRT	Two routes: Woodley Park to L'Enfant Plaza, Georgetown to Skyland	DDOT	Downtown Washington, Monumental Core, Federal Center	
F	BRT	Alexandria BRT	Two routes: Duke Street and Van Dorn St.	City of Alexandria	Beauregard St., Fairfax Center, Downtown Alexandria	
G	BRT	Georgia Ave Transitway	Glenmont to Olney, connecting to ICC	RMAS	Silver Spring CBD	
H	CRT	VRE Extension	Manassas to Haymarket	RMAS, TA-2030	Innovation, Gainesville	
I	CRT	VRE Extension	Broad Run / Airport to Remington	RMAS, TA-2030		
J	??T	MD Rt. 1 LRT TrnWay	UMD-College Park to Laurel	RMAS	Kontera	
K	??T	MD Rt. 201 LRT TrnWa	Minnesota Avenue Metro to UMD-College Park	RMAS	US 1 Green Line	
L	??T	VA Rt. 1 Transit Way	Pentagon to Joplin / Triangle PNR	RMAS		
M	??T	MD193 Twy	I-95/495 PNR to Glenn Dale via Greenbelt Road	RMAS	US 1 Green Line, Greenbelt	
N	LRT	VA 7 Light rail	Tysons Corner to Baileys Crossroads/Skyline	TA-2030	Bailey's Crossroads/Skyline, Tysons Corner	

Other Comments Received



Next Steps

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Solicit further feedback from the Scenario Study Task Force, Planning Directors and Subcommittee

Incorporate comments

Code network and begin analysis