



Washington Metropolitan Area Transit Authority

Multi-Modal Coordination for Bus Priority Hot Spots

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Regional Bus Subcommittee
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Purpose of Hot Spots Study

- Funded by TPB FY12 UPWP Technical Assistance Funds
 - WMATA, MDOT, DDOT and VDOT: \$216,000
- Conceptual design of arterial bus priority treatments at “hot spot” locations, where buses experience major delays.
- WMATA has already identified 10 hot spots in each major jurisdiction. Study will look at regional bus hot spots, including other bus services.
- Study will identify projected capital costs, operating savings, and customer benefits for implementing bus priority treatments.





PCN Vision

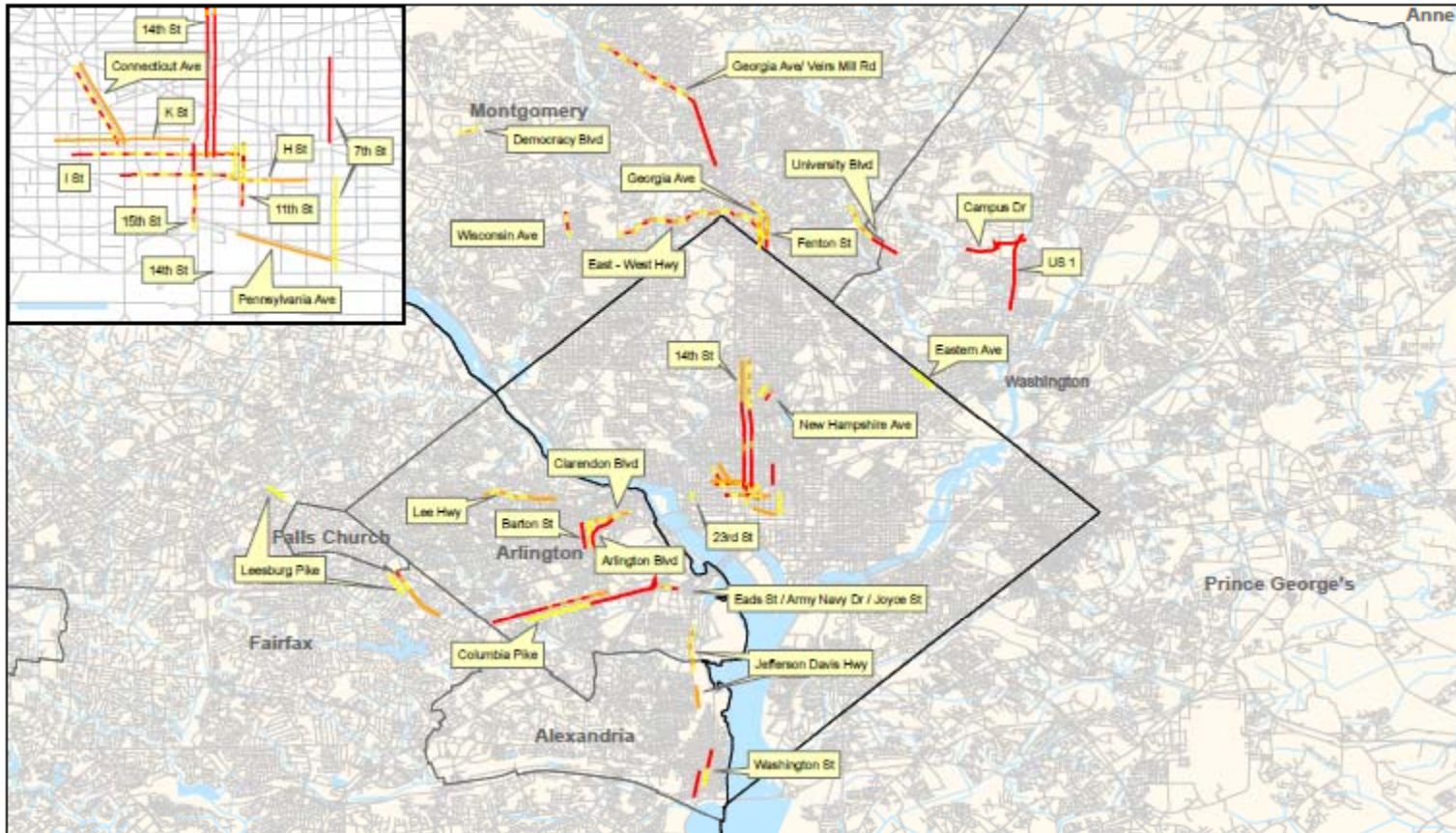
- Part of Priority Corridor Network (PCN) Vision
- Implementing service and running-way improvements:
 - Exclusive bus lanes (3 minutes per mile)
 - Queue jumpers (0.4 to 0.6 minutes per mile)
 - Transit signal priority (0.4 to 0.6 minutes per mile)





Metrobus "Hot Spots"

Top 10 Priority Corridors for Performance Enhancement for Each Jurisdiction





Next Steps

- RFP to be released this week -> Contractor onboard in August.
- Scope of Work
 - Consultation with State DOTs, TPB MOITS and RBS committees.
 - Develop Regional Top 10 "Hot Spot" Lists
 - Field Verification of Data
 - Preliminary Design development for at least 2 hot spots in each major jurisdiction



Questions?



Top 10 "HOT SPOT" Locations

DC Corridors

Rank	Corridor	Direction	Start	End	Length (mi)	Average Speed	Buses per Day
1.	I St NW	WB	13th St NW	19th St NW	0.7	6.0	443
2.	11th St NW	NB	Pennsylvania Ave NW	H St NW	0.4	2.5	209
3.	13th St NW	NB	H St NW	K St NW	0.4	6.0	376
4.	H St NW	EB	17th St NW	13th St NW	0.5	6.1	369
5.	Connecticut Ave NW	SB	Dupont Cir	K St NW	0.5	4.7	225
6.	New Hampshire Ave NW	SB	Georgia Ave NW	Sherman Ave NW	0.3	3.5	155
7.	14th St NW	NB	I St NW	Monroe St NW	2.1	6.4	245
8.	14th St NW	SB	Monroe St NW	I St NW	2.1	6.3	205
9.	7th St NW	SB	P St NW	K St NW	0.5	7.4	254
10.	K St NW	EB	20 th St NW	13 th St NW	0.7	7.2	211

Maryland Corridors

Rank	Corridor	Direction	Start	End	Length	Average Speed	Buses per Day
1.	Georgia Ave	NB	Eastern Ave	Spring St	1.1	7.7	170
2.	East-West Hwy	WB	Georgia Ave	Colesville Rd	0.5	0.5	185
3.	East-West Hwy	WB	Colesville Rd	Connecticut Ave	2.7	7.0	98
4.	US 1	NB	Queensbury Rd	Campus Dr	1.8	3.6	62
5.	University Blvd	WB	New Hampshire Ave	Riggs Rd	0.6	10.7	122
6.	Veirs Mill Rd	EB	Randolph Rd	Georgia Ave	2.3	11.8	145
7.	Wisconsin Ave	NB	Norfolk Ave	Wood Rd	0.5	9.9	83
8.	University Blvd	EB	Colesville Rd	Piney Branch Rd	1.8	11.8	101
9.	Campus Dr	WB	Adelphi Rd	Baltimore Ave	1.3	12.1	110
10.	Georgia Ave	SB	Veirs Mill Rd	Capital Beltway	1.6	12.7	121

Virginia Corridors

Rank	Corridor	Direction	Start	End	Length	Average Speed	Buses per Day
1.	Columbia Pike	WB	Walter Reed Dr	George Mason Dr	0.8	9.1	187
2.	Joyce St	NB	Army Navy Dr	Columbia Pike	0.3	10.4	205
3.	Army Navy Dr	WB	Fern St	Joyce St	0.4	9.7	156
4.	N Barton St	SB	Clarendon Blvd	Pershing St	0.6	2.3	64
5.	Leesburg Pike	WB	Patrick Henry Dr	Arlington Blvd	0.5	10.6	176
6.	Washington St	NB	Duke St	Pendleton St	0.6	11.6	143
7.	Columbia Pike	EB	Walter Reed Dr	Joyce St	1.4	12.1	162
8.	Washington St	SB	Duke St	Capital Beltway	0.6	9.9	92
9.	Columbia Pike	WB	George Mason Dr	Jefferson St	1.1	12.1	161
10.	Arlington Blvd	SB	Queen St	N Pershing Dr	0.8	10.7	106



Documented Average Bus Speeds

Average PM Peak (3:00 PM - 6:00 PM) Bus Speeds as Determined by Recorded AVL Data: November 2009

