

**TPB Regional Bus Subcommittee
Priority Projects List
Secondary Project Summary - DRAFT**

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Funding Situation

Item A.01:

In the face of declining national and regional economies, the City's current economy is in a transition that limits revenue growth. A ruling by the State Supreme Court in late February invalidating the levying of taxes and fees by the Northern Virginia Transportation Authority (NVTA), together with reductions in State funding for transit projects created a shortfall of more than \$20 million in funding for the City's plan for bus service, maintenance, and expansion and other transit activities in FY 2009, and a far greater shortfall through FY 2014.

Item A.02:

Arlington County is hopeful that the Commonwealth of Virginia will be able to meet stated commitments to reimburse public transit systems for 60% of non-federal operating costs and bus procurement expenses. The absence of a solution for NVTA regional funding will delay some capital projects.

Item A.03:

At the moment the budgetary situation at DDOT allows for the sustaining of current programs and studies for future service improvements. However, budgetary constraints do not allow for the implementation of new premium bus transit services or expand regular bus services due to lack of funding to support: adding additional bus maintenance and storage capacity, purchasing additional new buses and creating new urban transit centers in the city core and outskirts.

Item A.04:

There are insufficient operating funds for the service expansions identified in TRANSIT's 2007 Transportation Development Plan and the 2008 Frederick County Transportation Priorities Report. Additional capital funding will be required for expansion vehicles. Increasing fuel costs (31% increase over FY 07) will require additional funding to maintain the current level of service. Additionally, capital

funding is needed for expansion of TransIT's administrative offices, vehicle storage, and maintenance facilities, which have reached capacity.

Item A.05:

The current budget allows for equipment expansion that somewhat alleviates the current overcrowding that the Loudoun County commuter buses are experiencing. There is no funding available to expand and create new, much needed, bus service. There is also no funding available much needed park and ride lot expansions.

Item A.06:

Ride On bus expansion is limited until new maintenance garage facility is open, year 2012. There is also a limitation on the Maryland transit funding for new bus service in the County.

Item A.07:

Although funding level commitments have not been altered, the budgets of other agencies have undergone cutbacks. Operational funding remains stable but to speculate that any funding will go towards new projects would be premature.

Item A.08:

The lack of increased funding from local jurisdictions has resulted in the postponement of implementation of two planned new services and combined with rising fuel costs and increased ridership has caused us to seek a fare increase.

Expansion and New Service

Item B.01: King Street Metro Station Redesign

Description:

Bus facilities at the station are well beyond capacity and do not meet the needs of customers nor bus operators. There are also several conflict points and deficiencies for pedestrians accessing the station which create an unsafe environment. The City's plan is to redesign the station to improve and expand existing bus facilities; improve access into the station for buses; and create a safe environment for customers utilizing the bus and rail facilities at the station.

Regional Significance:

Over the past 5 years, there has been an influx of large scale developments near the station such as the United States Patent and Trade Office Headquarters (USPTO) and the mixed-use Carlyle development. The station is the most utilized station in the City as over 10,000 customers a day use Metrorail at the station,

33% of all DASH customers go to the station, many private shuttles have passengers board and alight at the station, it is the start of southbound REX service to Fort Belvoir, and Amtrak and the Virginia Railway Express (VRE) provides access to the station for those traveling from other parts of the region.

Item B.02: Crystal City – Potomac Yard Transitway

Description:

The CCPY transitway facility would ultimately extend from the Pentagon/Pentagon City Metrorail Station(s) in the north through Crystal City and Potomac Yard to the Braddock Road Metrorail Station in the South. The initial operable segment, which is in design and funded, will be used by Metrobus 9S to provide six minute service frequencies between Potomac Yard and the Crystal City Metrorail Station in Arlington. Future extensions to the Pentagon or Pentagon City and into and through Alexandria to Braddock Road have been planned, but are not fully funded.

Regional Significance:

The transitway will provide a premium bus service primarily on dedicated or exclusive lanes for residents, employees and visitors along this congested corridor. The transitway will better connect Crystal City and Potomac Yard residents, shoppers, visitors and employees to the existing regional Metrorail and VRE transportation infrastructure.

Item B.03: 16th Street Metro Extra Bus Service.

Description:

The Washington Metropolitan Area Transit Authority (WMATA), in partnership with the District Department of Transportation (DDOT), is currently studying ways of improving transit service along Metrobus routes S1, S2, and S4—collectively known as the 16th Street Line. The current service—which runs primarily along 16th Street NW between Silver Spring Metro Station and Downtown Washington averages about 16,000 passengers every weekday. The 16th Street Line has the third-highest ridership in the Metrobus system. The propose changes will convert one of the routes to a Metro Extra Rapid Bus service similar to the one in Georgia Avenue/7th Street.

Regional Significance:

The project will become the second major Metro Extra Rapid Bus service in the region, connecting residents of Maryland and Washington DC to jobs, services and entertainment locations found in the downtown. The current Metro Extra Rapid Bus service that makes a north-south route connection between Silver Spring and Downtown Washington down Georgia Avenue and 7th street carries on average about 5,400 riders a day. This service is in addition to the local

service provided on the 70/71 that moves in combination to the 79, about 17,000 a day. We expect that this additional regional Metro Extra Rapid Bus service will follow its same success.

Item B.04: Increased Regional Commuter Options and reverse commute options between Frederick and the Washington D.C. Area

Description:

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:

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 recently resulted in filled-to-capacity buses bypassing riders who had queued up for the bus at the Urbana Park-N-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. MTA would require additional funding to expand services.

Item B.05: Loudoun County Tyson's Express Bus as part of Dulles Rail

Description:

Express bus from Leesburg, Ashburn & Herndon Monroe to employment sites in Tyson's corner. This is Peak AM and PM service only. This service is to be initiated and operated during the most disruptive times of rail construction. This is expected to be approximately 4 years, starting in calendar year 2010.

Regional Significance:

Take single occupancy vehicles(SOV) off the Toll Road and Rt 7.

Item B.06: Veirs Mill BRT/University Boulevard BRT

Description:

Rockville Metrorail Station to Wheaton Metrorail Station with expansion along University Boulevard to Greenbelt.

Regional Significance:

Q2 and C2/C4 are the highest ridership routes in MD. County and WMATA recommend these routes for Priority Bus Corridor treatment. Veirs Mill BRT is a high County Executive and County Council priority.

Item B.07: US 1 (Hyattsville) to Laurel Corridor Improvements

Description:

TheBus Route 17 –Langley Park / Ikea / College Park, Metrobus 81, 83, – Riverdale Park/College Park to Edgewood , Metrobus 86 – College Park to Beltsville (Powder Mill Road), Metrobus 89, 89M – Beltsville to Konterra (Laurel)

Regional Significance:

The US 1 corridor (Hyattsville – Laurel) is arguably the most active corridor in the County for commerce including retail, restaurants, and home and business services. The corridor ties at least three areas of commerce together (Hyattsville, College Park, and Beltsville) and with the expansion and maturity of Konterra that synergy could extend north into Howard County.

Item B.08: Haymarket OmniRide – Metro Direct

Description:

Weekday rush hour service between the Haymarket area of western Prince William County and the West Falls Church Metro Station. This would bring service to an area not previously served directly with 4 AM and 4 PM trips.

Regional Significance:

Provides a connection to Orange Line Metrorail service at West Falls Church. As a new service for a previously unserved area this should attract new riders who won't need to worry about parking at or near the Metro Stations. The connection at West Falls Church will provide options for those travelling to the Tysons Corner, Herndon/Reston, and Ballston/Rosslyn corridor.

Item B.09: Landmark Transit Center

Description:

The location and function of the current bus facility at Landmark Mall provide a logistical challenge for bus operators as buses must travel through a large parking lot and through a parking garage to access the bus facility, which is located near the back entrance of the mall. To exit the facility, buses must loop through the parking garage and parking lot to access the roadway. Future plans call for a large mixed-use development at Landmark with transit and a transit center being a main focus.

Regional Significance:

Landmark mall is major transit and transfer center for DASH, WMATA, and the Fairfax County Connector customers. Improving access for buses and the construction of a transit center near the entrance of the new mixed-use development will improve headway times on many routes operated by DASH, WMATA, and the Fairfax County Connector; provide a better transfer link between the three transit operators; and enhance customer's experience.

Item B.10: U.S. 50 Rapid Bus; Fairfax City – Rosslyn Metro

Description:

This rapid bus service would connect major destinations and transfer points from the Fair Lakes Shopping Center, with stops at the Fairfax County Government Center P&R Lot, Kamp Washington shopping center in Fairfax City, Fairfax Circle, Inova Fairfax Hospital, Graham Road/Loehmann's Plaza, Seven Corners Transit Center, Arlington Hall, a transfer point at Glebe Road, Rosslyn Metro, and Pentagon Metro. Service would be provided during peak periods every 15 minutes, hourly midday on weekdays.

Regional Significance:

The U.S. 50 Rapid Bus service would offer connections to Fairfax City CUE services, Fairfax Connector routes (Centreville routes meet at Fair Lakes); a Reston route terminates at the government center, Metrobus routes, and Metrorail services. This would provide an alternative to and would relieve some overcrowding on the Orange Line. Commuters would have direct access to the Rosslyn Central Business District and two major military facilities: the Pentagon and the Army National Guard headquarters on U.S. 50 at George Mason Drive (Arlington Hall). This service would provide additional North-South service between the Metrorail stations at the Pentagon and Rosslyn to supplement the Blue Line.

Item B.11: 38B Increase Frequency & Spans

Description:

The Georgetown and Rosslyn business communities in partnership with DDOT currently run an overlay of 10-minute frequency service between Rosslyn and Dupont Circle on the Georgetown Metro Connection service. This service is currently funded in full for FY 2009 and was awarded a Job Access Reverse Commute operating grant from COG. Because funding past FY 2009 is not assured, regional cooperation to increase the frequency and span of services on Metrobus route 38B may be fruitful to both Virginia and the District. Current weekday peak headways are 15 minutes, midday is 30 minutes, and evening is 60 minutes. These frequencies are inadequate to meet the needs of Georgetown

workers, many of whom work lower income jobs in the service professions and do not work a typical “9 to 5” schedule.

Regional Significance:

The project service area crosses jurisdictional boundaries and provides access to jobs in the region’s core. Improving service frequencies on the 38B reduces the potential for overlapping services and provides commuters with additional trip ends in the Rosslyn-Ballston corridor and between Georgetown and Farragut Square. Furthermore, providing additional bus frequencies in the heavily-traveled Orange Line corridor will give relief and additional capacity in the at- or over-capacity railcars.

Item B.12: Feeder bus service between Frederick Train Stations and the Urbana Park-N-Ride

Description:

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

Regional Significance:

This shuttle service 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 Commuter Bus departs Urbana at 7:52 a.m. The last Ride-On #75 leaves Urbana at 8:10 a.m. Additional funding is required to operate this service. Cooperation between the MTA, Montgomery County, and Frederick County is essential to coordinate services.

Item B.13: Bus Seating capacity

Description:

Loudoun County is currently running thirty three 55 passenger buses and we are averaging 48 riders per bus. In real terms, approximately 33% of our buses have standees on them.

Regional Significance:

Item B.14: Georgia Avenue Busway

Description:

Glenmont Metrorail Station to Olney along the median of Georgia Avenue.

Regional Significance:

Route is in WMATA Priority Bus Corridor Program and a high priority of both County Executive and County Council.

Item B.15: Gainesville OmniRide

Description:

Current service between Gainesville and the West Falls Church Metro Station changed to serve the Washington DC employment core with 4 rush hour AM and PM trips. Service to West Falls church shifted to Haymarket (see project above).

Regional Significance:

Provides direct trip to Washington from the Gainesville area. This service should provide relief for overcrowded Manassas to Washington service making service more attractive for residents of the Gainesville/Haymarket and Manassas areas. VRE also draws many riders from the Gainesville area. This service would provide them with another strong option, possibly reducing demand and freeing up some of their resources to meet high demand.

Regional Bottlenecks

Item C.01: Duke Street, East of Telegraph Road

Description:

The Duke Street / Telegraph Road interchange is a major congestion point during the evening hours as traffic heads onto the Beltway in both directions and into Fairfax County and clogs the right lane on Duke. A one mile section of Duke Street going eastbound between Wheeler Ave and Telegraph road has created an unsafe environment for buses and bus passengers attempting to get onto a bus at stops along this section. Vehicles rarely allow buses to merge in front of them, congestion causes increased headways for buses, passenger sometimes walk between traffic to get onto a bus, and service at some stops has been discontinued between 3:00 PM and 7:00 PM due to the heavy congestion.

Regional Significance:

Duke Street is the major artery for DASH AT8 and WMATA 29K and 29N bus service. The AT8 and 29K and 29N have experienced a significant increase in ridership over the past few years and are major routes and connections for

customers traveling between Fairfax City / George Mason University, Northern Virginia Community College / Annandale, Lincolnia, Landmark Mall, the King Street Metro, and Old Town Alexandria.

Item C.02: Shirley Hwy Express Lane Ramp to the Pentagon Transit Center

Description:

This ramp would bypass Eads Street to provide a direct connection between the transit Center and express Metrobus, Fairfax Connector, ART, DASH, Loudoun County Transit, OmniRide, and other transit services. This improvement would reduce travel time for each bus, however the estimated time is not yet available (pending VDOT study results).

Regional Significance:

Savings in travel time can achieve two results: allow one bus to cycle back to the other end of the route in time to provide an additional peak direction trip, or reduce driver pay time with a corresponding reduction in operating costs.

Item C.03: MD Route 4- Traffic coming into the District between Barney Circle-Southern Avenue

Description:

The Pennsylvania Avenue, SE corridor in Washington DC, between Barney Circle and Southern Avenue, is one of the most congested in the District of Columbia. One of the main reasons causing this congestion is the Maryland Route 4 highway connection to the District at the Southern Avenue jurisdictional boundary. Currently Route 4's design of a 6 lane highway (3 lanes on each side) causes a major bottleneck when converting into a 4/2 lanes (two or one each) once it reaches the District. Maryland should review the design of the design of this segment of Route 4 together with the District to better improve traffic flow and the transit connections between Maryland and DC that run through this area.

Regional Significance:

This issue can only be addressed at the regional level given that improvements must encompass two jurisdictions. Maryland may also benefit from densifying and urbanizing the corridor adjacent to the District, providing affordable housing and additional jobs with quality transit access to and from the District.

Item C.04: I-270 through Frederick and Montgomery Counties

Description:

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.

Item C.05: Long Haul congestion

Description:

Rt 66 in both directions from inside the beltway to Washington DC

Regional Significance:

Item C.06: Georgia @ Colesville to Wheaton through Silver Spring

Description:

Q2 and Y routes have poor schedule reliability because of congestion and both routes have very slow travel speeds. Georgia (Rt. 97) has the highest traffic volumes for an arterial in MD.

Regional Significance:

Georgia Avenue is a major traffic and transit corridor that experiences very slow travel speeds and poor service for bus riders.

Item C.07: MD 210 (Indian Head Hwy) and Old Fort Road

Description:

Peak hour congestion with few secondary roads- Interstate 495, 295 primary northbound destinations. Traffic issues should be periodically evaluated as more phases of National Harbor opens to the public and attracts customers i.e. traffic.

Regional Significance:

MD 210 serves as a connector from points south and east of Prince George's County in Charles County. Roadways in Charles County are carrying more traffic-traffic bound for destinations in and around DC. MD 210 or MD 5 are the primary roadways to those destinations.

Item C.08: H Street between 18th and 14th Streets, NW

Description:

Congestion at H Street bus stops (at Madison and Jackson) caused by frequent service of multiple carriers and tour buses visiting Lafayette Park. Not only is traffic slowed, but buses often have difficulty serving these stops in a safe and timely manner.

Regional Significance:

This bottleneck has a high impact on service reliability for multiple carriers in Washington.

Item C.09: Rosslyn Transit Staging Facility

Description:

This project would create a deck over I-66 just West of U.S. 110 to include transit layover facilities. This facility also would replace the current staging area for OmniRide and many of the charter buses in the North Tract area north of Crystal City, which is being redeveloped. More importantly, this facility would alleviate congestion on Rosslyn's North Moore Street near Rosslyn Metro, which is being impacted by construction of 3 buildings, each over 30 stories tall. A building would be included for bathroom and snack facilities.

Regional Significance:

Transit services using this facility include OmniRide, Loudoun County Transit, ART 61, Fairfax Connector 989, and Metrobus Routes 3 series, 4 A,B&E, 5A, 15K&L, 24P and 38B; US DOD and other federal shuttle routes, and charter buses serving Arlington and Washington D.C

Item C.10: K Street (22nd Street-Massachusetts)

Description:

K Street, NW, between Mt. Vernon Triangle and Washington Circle is one of the most congested corridors in the District during the AM and PM peak periods. Several transit services traverse K Street including the longest District Line, the 30's, which runs from Southeast to Upper Northwest, DC. In addition to the 30's and the Circulator Bus, several other regional Metrobus routes operate on K Street and are impacted by the high volume of single occupancy vehicles maneuvering off and onto K Street to access parking garages and metered parking spaces on the service road. All of these vehicles and their confluence on K Street during the AM and PM peak periods cause a serious bottleneck within the District of Columbia.

Regional Significance:

Over 40,000 vehicles are carried on K Street on a typical weekday. In addition to these vehicles over 15 transit bus routes and other commuter bus routes utilize K Street to access the major law offices, government agencies and businesses which represent a major regional employment and activity center in the District. All of these traffic generators result in a considerable bottleneck at the core of the District.

Item C.11: U.S. 15 through Frederick City

Description:

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-N-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.

Item C.12: Long Haul Congestion

Description:

The Dulles Toll road from Rt 28 to the slip ramp at Hunter Mill Rd. SOV's block the HOV lane which significantly slows down the buses and car poolers.

Regional Significance:

Item C.13: East West Highway from Silver Spring to Bethesda

Description:

East West Highway connects the two major County downtowns (Silver Spring and Bethesda). East-west bus traffic is the heaviest corridor movement in the County. The limited right of way and dense land use make improving bus speeds difficult.

Regional Significance:

This is the Purple Line corridor. East-west travel competes with north-south commuters along Connecticut and Wisconsin.

Item C.14: Campus Drive/Paint Branch Pkwy and US 1 (Baltimore Ave)

Description:

Campus Drive/Paint Branch Pkwy and US 1 (Baltimore Ave) – Considerable accumulation of traffic at intersection signal extending north to US 1 and Cherry Hill Road.

Regional Significance:

The corridor is vibrant from Rhode Island Ave. Metrorail Station through Beltsville. It offers varying landuses throughout this stretch and provides a path to retail, restaurants, residential enclaves, and cultural centers.

Item C.15: 14th Street between New York Avenue, NW and the 14th Street Bridge

Description:

Congestion along 14th Street which is mainly caused by co-location of slug lines and bus stops.

Regional Significance:

This bottleneck has a high impact on service reliability along 14th Street and the mix of vehicles and purposes is a safety concern at times and makes it very difficult to provide consistent, reliable service in the corridor.

Other Capacity Constraints

Item D.01: King Street Metro Station

Description:

The King Street Metro has experienced a significant growth in bus service and overall ridership. The current configuration of the bus and Kiss-and-Ride facility at the station along with pedestrian access into the bus and rail facility has created an unsafe transit environment and a substantial constraint on providing improved and more bus service to the station. The current configuration limits all future plans by DASH and WMATA to expand bus service at the station.

Regional Significance:

Improving and expanding the bus facility and pedestrian access to the bus and rail facility at the station is critical to meeting future expansion plans, ridership

goals, and serving customer needs. The station serves the host for many bus routes including the WMATA REX which provides service between the City and Fort Belvoir, Metrorail Blue and Yellow Lines, connection to Amtrak and VRE, and serves as the essential transfer point for rail-bus services regionally and within the City.

Item D.02: Shirley Highway Express Lane Ramp to the Shirlington Transit Center

Description:

This project will enable regional bus services to connect with routes serving Shirlington, Glebe Road, Walter Reed Drive, Arlington Hall, and Ballston. This connection will improve transit commuter travel time and directness of service with one transfer, increasing transit's competitiveness with the single-occupancy car.

Regional Significance:

Item D.03: SE Bus Garage (Capital Improvements)

Description:

The District of Columbia is working with WMATA to find additional funding for this project in order to design and build the ultimately preferred facility, having capacity for storage and maintenance of 250 Metrobuses. In addition the District would like the facility to include LEED Silver certification and CNG accommodations. Currently the funding available only allows for the construction of a Phase 1 bus facility for up to 114 Metrobuses, replacing the former facility and does not allow for LEED Silver and CNG accommodations.

Regional Significance:

Garage capacity is significantly constrained in both the District and Virginia per WMATA's bus network evaluation and the proposed priority corridor network. As WMATA is a regionally funded entity, solutions need to be formulated from a regional standpoint. Buses from nearly every facility operate in and provide service to multiple jurisdictions. This kind of capacity restrictions increases the deadhead operating cost for WMATA jurisdictions, funding that could be used to improve service provision.

Item D.04: Bus Storage (Rocky Springs Road)

Description:

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.

Item D.05: Dulles North Transit Center

Description:

The Dulles North park and ride lot is over capacity. This is limiting the number of folks who would ride the bus if they could get to it.

Regional Significance:

Keeping a certain number of SOV's on the road, thus increasing congestion.

Item D.06: Bus storage and maintenance facilities

Description:

Ride On garage/maintenance facilities are at capacity and as such Ride On can not add bus service. The North County Depot may be opened in 2012.

Regional Significance:

Ride On buses are full and Ride On can not meet current demands yet alone add service to meet future needs.

Item D.07: Bus staging area for Washington/Arlington PM rush hour services

Description:

Our current bus staging area for many afternoon trips (Old Jefferson Davis Highway in Crystal City) will soon not be available due to construction. A suitable replacement site has not yet been found.

Regional Significance:

This staging site is used by several carriers that provide commuter service in Washington and Arlington. Bus staging is a major concern for all carriers, but especially for 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.

Item D.08: Van Dorn Metro Station

Description:

Although there are enough areas for buses to load and alight passengers at the Van Dorn Metro Station; there is not enough areas to stage buses for their next trip. This has created confusion among bus operators and increase in headways for several routes that begin at the station.

Regional Significance:

The Van Dorn Metro Station serves as a major terminal point for many DASH and Fairfax County Connector routes. The station's Metrorail blue line provides a link from Fairfax County and the City of Alexandria into Washington, DC and Prince George's County, Maryland. DASH and Fairfax County Connector buses utilizing the station provide a link between southern Fairfax County including Springfield, Lorton, and Fort Belvoir and the City of Alexandria.

Item D.09: Additional Bus Maintenance and Storage Facilities

Description:

As noted in the Metrobus Revenue Vehicle Fleet Maintenance Plan (April, 2007), WMATA's bus system is hindered by a number of overage bus garages and a geographical imbalance of garage capacity versus garage space need. Virginia and the District of Columbia need additional bus storage and maintenance capacity to meet current and future needs. In addition, many Metrobus garages are not in a state of good repair, lack the facilities to properly maintain the advanced technologies found in new buses and have physical constraints such as inadequate ceiling heights which prevent efficient maintenance of bus components now installed on the vehicles' roofs. As we move forward, regional policy decisions for future bus maintenance and storage capacity for WMATA services need to be addressed. Some of this regional expenses to assist the Authority include adding additional funding to: add capacity to the Bladensburg (DC) garage which needs to be increased by 37 buses; relocating the Service Vehicle Maintenance Shop to the Carmen Turner facility; and building the new Southeastern garage to have a 250 bus capacity with provision to store and maintain articulated vehicles and a planned developed for the phases reconstruction or replacement of the District's remaining bus garages.

Regional Significance:

To maximize efficiency, the regional jurisdiction need to work with WMATA to address the needs of Metrobus operations shortage of bus garages and capacity sited across the region so as to serve routes operating in one or more

jurisdictions. All jurisdictions benefit from minimizing deadhead bus miles and the efficient use of labor and materials for bus maintenance. New facilities can increase productivity and morale, reduce unscheduled repairs and decrease the volume of unscheduled road calls.

Item D.10: Limited parking capacity in Germantown Transit Center

Description:

Ride On restructured bus service in Germantown a couple of years ago to operate express service from the Transit Center to Shady Grove Metrorail Station. Local bus service was structured to provide larger span and greater coverage. Currently parking at the Germantown Transit Center is full.

Regional Significance:

I-270 corridor commuters need additional parking to use the Ride On express bus service to Shady Grove. Available park and ride spaces along I-270 does not have the same quality express bus service as available at the Germantown Transit Center.

Item D.11: PRTC Transit Center Bus Storage – Additional Western Facility

Description:

Despite a very recent expansion of our bus yard we are facing capacity issues again as we've begun acquiring new buses to provide anticipated new services and deal with high demand for current services. Establishing a storage and maintenance facility on the western end of our service area would 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.

Regional Significance:

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

Bus Stops

Item E.01: Southern Towers

Description:

Southern Towers is a large scale mixed-use development in the City. Home to thousands of residents and hundreds of offices, Southern Towers generates the highest bus ridership among DASH and WMATA services. WMATA offers four routes through Southern Towers while DASH offers one route. The current bus stops within Southern Towers are unsafe as bus passengers must board and alight in the middle of a busy parking lot. Amenities such as shelters and safe boarding and landing areas are highly needed.

Regional Significance:

Routes serving Southern Towers provide a link between the City of Alexandria, Arlington County, and Fairfax County. Southern Towers also hosts several offices with tenants offering a wide array of services.

Item E.02: WB Arlington Blvd. at Glebe Rd

Description:

The stop at Glebe has the distinction of forcing passengers to cross an exit ramp from 50 to Glebe. This stop is used by people transferring between Metrobus Route 4A and 4H on Arlington Blvd. and the ART 41 and Metrobus Routes 10B and 23A&C on Glebe Road. According to a weekday route check from 2006, 1 person boarded and 12 alighted.

Regional Significance:

Item E.03: Union Station Bus Stops (Transit Center)

Description:

The District Department of Transportation (DDOT) is conducting a study on the Union Station facility to investigate the development, design and construction of a new Intermodal Transportation Center at Burnham Place and Union Station in Northeast, Washington, DC. As part of this, and working with the DDOT team that previously worked in the re-design of the Columbus Circle we are in need to improve and rehabilitate the bus passenger's amenities in this area. New shelters with easy and safe connection to the facility, improved sidewalks and signage identifying stop locations for both Metrobuses and DC Circulators are in dire need. Approximately 9 bus routes serve the station directly, and 3 serve it a block away from it; these include routes: 97, D4, D8, X8, 96, D6, N22, 80, DC Circulator, D3, D1 and X1 .

Regional Significance:

Union Station services a vast number of communities in the District, especially Wards 5 and 6, but in addition it serves approximately 32 million visitors a year, among them many commuters from Maryland and Virginia. Any enhancement in

connectivity to all modes, including bus, will not only be a regional, but of national benefit to the many visitors to our region.

Item E.04: Frederick Town Mall Bus Stop

Description:

Five Connector Routes meet at least hourly at the Frederick Towne Mall, located on the west side of Frederick on MD Route 40. 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 at this location would provide a safe and convenient location for passengers to transfer between several routes, including the Frederick Meet-the-MARC shuttle, which serves the Frederick MARC Train Station. 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.

Item E.05: Rosslyn, VA

Description:

Loudoun County has 22 buses that pick up in Rosslyn in the afternoon. Approximately 300 passengers from all over Loudoun County as well as counties and states west.

Regional Significance:

Item E.06: University Blvd/Piney Branch

Description:

Westbound University Blvd/Piney Branch (nearside). This stop serves three (3) routes (Ride On 15 & Metrobus C2,C4) with 328 daily boardings. Service area includes Takoma Park and Langley Park. A 4 bus bay shelter would be useful as a safe and well lit location to sit and/or stand to wait for a bus.

Regional Significance:

This bus stop is served by multi jurisdictions and would create an ease of travel with transferability amongst the two transit properties.

Item E.07: Pentagon Transfer Facility Bus Bays

Description:

We are currently restricted to two bus bays at the Pentagon facility. Increased demand for service and our resulting growth increase our need for platform space at the Pentagon.

Regional Significance:

Congestion at this facility caused by buses having to wait to access one of the two bays we are given may cause operational and safety concerns for all carriers serving the facility. Rising demand and increased ridership makes space here a common concern for all carriers who serve this major transfer facility.

Item E.08: WB Arlington Blvd. at Henderson Rd

Description:

The stop at Henderson has the distinction of forcing passengers to cross a gully – 10 lightings according to a 2006 route check.

Regional Significance:

Item E.09: Fort Totten Metro Bus Stops (Transit Center)

Description:

The District is currently working with WMATA in the Fort Totten Rail Station Access Study, which is looking among other things, how to better improve and rehabilitate the bus passenger's amenities in this area. The Study is looking at the rehabilitation of sidewalks, new shelters with easy and safe connection to the rail facility, improved lighting and signage identifying stop locations for Metro buses, as well as the rail facility. Approximately 12 bus routes serve the station, specifically Maryland and District residents. The bus routes include: 60, 64, 80, E2, E3, E4, K2, K6, R1, R2, R3, R5.

Regional Significance:

This bus stop/transit center location at Fort Totten Metro Rail Station serves over fifty thousand bus riders everyday from Maryland and the District. Improvements to the bus stops and additional amenities will benefit many of the daily bus riders in our region.

Item E.10: Francis Scott Key Mall Bus Stop

Description:

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 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. 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.

Item E.11: Lowes Island – North East Loudoun County

Description:

7 buses travel through Lowes Island in the AM and PM. The current park and ride lot is full. This lot is a shopping center which makes picking up and dropping of passengers tricky because the bus has to traverse through the shopping center.

Regional Significance:

There would be more bus riders if we had the parking capacity.

Item E.12: Wisconsin/Willard Avenue

Description:

Southbound Wisconsin/Willard Avenue (nearside Western Ave.). This stop serves multiple routes which include the Metrobus 30 line, N line and Ride On 29. This would equate to nine (9) routes. Its location is in close proximity to the Friendship Heights station with connections to Maryland and close to the District lines. Requirement would equate for a six (6) bus bay shelter with 635 boardings per day.

Regional Significance:

A heavily used location across jurisdictional lines necessitates a need for full amenities equipped with real time signage, etc. Real time signage mechanism is currently being negotiated; however, a bus stop with this amount of usage would meet the requirements.

Item E.13: WB Arlington Blvd. at Park Dr

Description:

A third stop deserving mention is on Westbound Arlington Blvd. at Park Drive where Metrobus Routes 4 A&H meet Metrobus Routes 4 B&E. One is forced to wait in a travel lane or in a puddle and access the stop via a small steep hill.

Regional Significance:

Other Passenger Facilities

Item F.01: East Falls Church Metro

Description:

In a planning study being done of the East Falls Church Station area, Arlington County and the City of Falls Church have identified problems with pedestrian access to this Metrorail and bus transfer station. Intersections in the streets around the station need better pedestrian safety and accessibility. Of particular interest is access from areas to the west of the station. There is no sidewalk on the south side of Washington Boulevard, which runs along the station's park-and-ride lot, forcing pedestrians to walk along the north side of the street and cross midblock or take a roundabout path. East Falls Church Metro has local and regional transit service from Metrobus: * 24T (limited service to McLean) * 6A,E (City of Falls Church) * 2A,B,C,G (Washington Blvd) * 3A,B,E (Lee Highway) Arlington Transit Bus: * 52 & 53 Several nearby affordable housing neighborhoods including Willston and Culmore have no bus service connections.

Regional Significance:

East Falls Church Metro is within Arlington County, adjacent to Fairfax County (both Seven Corners and McLean) and the City of Falls Church. This will be the westernmost station to serve both the Orange Line and new Silver Line.

Item F.02: Metropolitan Branch Bicycle Trail

Description:

The Metropolitan Branch Trail (MBT) is a proposed 8-mile multi-use trail that will run from Silver Spring in Maryland to Union Station in the District of Columbia. It

will connect to the Capital Crescent Trail, the Anacostia Tributaries Trail System and the National Mall, and will be part of the East Coast Greenway. The MBT will be an important recreation and transportation route and will provide direct access to seven of Metro's Rail Red Line stations and to over 20 bus routes in the region. In 2005, the District Department of Transportation (DDOT) developed the concept plan for the 7 miles of the trail within District boundaries. Currently, sections of the trail along 2nd Street, NE, at the New York Ave. Metro Station, and along John McCormack Road have been built. The section from New York Ave. to Franklin Street is scheduled to be completed by summer of 2009.

Regional Significance:

The MBT has been one of the main bicycle and transit connections projects that will improve not only cyclist connections to the eastern section of the city for both Maryland and District residents, but will also provide an multi-modal connection to regional bus and rail services; including a VRE/MARC connection to Union Station.

Item F.03: Park-N-Ride lot north of Frederick

Description:

A Park-N-Ride lot north of the City of Frederick is needed to relieve traffic gridlock that occurs daily. A potential location for a new Park-N-Ride lot has been identified between U.S. Route 15 and Monocacy Boulevard, north of MD Route 26. The construction of this Park-N-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-N-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-N-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 would require Funding to purchase, design and construct the park-N-ride lot.

Item F.04: Dulles Town Center Park & Ride lot and Transit Center

Description:

Dulles Town Center is the hub of the local service in Loudoun County. The Transit Center and park & ride lot are both delayed because of rezoning plans.

Regional Significance:

Item F.05: Montgomery Mall

Description:

The Montgomery Mall Transit Center will provide services for a number of routes to include five (5) Ride On routes and Metrobus J line (3 routes). The amenities would include 4 - 6 bus bay saw-tooth design with a canopy structure with operators' restroom facility. This transit center is located in the North Bethesda CBD.

Regional Significance:

The new transit center will significantly improve the existing circulation, triple the amount of bus spaces and increase ridership. Ease of transferability is key amongst the two transit providers.

Item F.06: Haymarket/Dominion Valley Commuter Lot

Description:

Planned commuter parking near the Dominion Valley development in western Prince William County. Funding for construction of the lot was to be provided by funds from the NVTA. Those funds are no longer available.

Regional Significance:

There is currently no commuter parking lot in the Haymarket area. This lot would be served by planned bus service between Haymarket and the West Falls Church Metro Station.

Item F.07: Rosslyn Metro

Description:

This facility is being expanded over the next three years while three buildings, all over 30 stories tall, are constructed. At a later date, the Metro station may be further expanded to accommodate the demands of the Silver Line. It already is a hub for local and regional transit routes including two commuter routes from PRTC, Loudoun County Commuter Bus, Arlington Transit Route 61, shuttles serving the US Departments of State and Defense, several private developer shuttles, taxis, limousines and Metrobus: * 15K,L; 38B; 3A,B,E; 4A,B,E,H; and 5A

Regional Significance:

The area on North Moore Street is overcrowded with transit service. This needs to be rationalized with a separate staging facility (noted above), streetscape management and improvements, and signage.

Item F.08: RFK Operators Lounge and Transit Center

Description:

DDOT is working with the DC Sports Commission, in charge of the RFK stadium facility, to construct a Motorcoach Operator's Lounge facility in order to promote the use of their lots as motor coach parking to serve tour and commuter buses (over 250 buses come to the District daily from MD and VA) that come into the city/region. The region is in need of such motor coach amenities/facilities (ei. Restrooms, rest areas, bus parking, etc...) to enhance the coach mass transit (private/public) experience in the region.

Regional Significance:

Enhance the regional motor coach experience and provide the MD and VA jurisdictions with additional possible savings in travel and deadhead costs for commuter buses.

Item F.09: Purcellville Park & Ride Lot

Description:

There are 12 buses that travel to and from the 2 temporary Purcellville park & ride lots. A new permanent park & ride lot is needed to accommodate the growing needs in western Loudoun.

Regional Significance:

Take SOV commuters off regional highways.

Item F.10: Hillandale Transit Center

Description:

The Hillandale Transit Center will provide services for four (4) Ride On routes and Metrobus K6 and C8. The amenities would include 3-4 bus bay layover equipped with an operators' restroom facility. Currently, there is no layover space available at this location. The transit center would serve the residents of the Hillandale and White Oak communities.

Regional Significance:

The new Transit Center would provide for a terminus alternative for the local Ride On service as well as the Metrobus service. Passengers would have the ability to transfer with ease of connection with a pick up and drop location within one centralized location.

Regional Marketing and Customer Information

Item G.01: WMATA's Trip Planner / RideGuide

Description:

The current WMATA Trip Planner / RideGuide do not recognize many addresses such as 301 King Street, Market Square / City Hall in Alexandria. WMATA's Trip Planner / RideGuide should be enhanced to better serve the bus and rail riding public and to attract additional customers.

Regional Significance:

WMATA's Trip Planner / RideGuide serves the entire region. Customers can go to WMATA's Trip Planner to obtain directions on which transit routes to take to get from one destination to another. This will improve the quality of transit service and attractiveness of transit within the region if the Trip Planner / RideGuide was enhanced or improved.

Item G.02: Machines to add value to SmarTrip farecards

Description:

SmarTrip farecard machines are needed at transit centers not located at a Metrorail station (especially the Shirlington Transit Center) and near major bus transfer points – especially Columbia Pike and Glebe Road. Riders who exclusively use buses will not use SmarTrip cards if they can not add value to them.

Regional Significance:

Any attempt to eliminate paper transfers in the area will be viewed as discriminatory towards those bus riders who do not stop or transfer at Metrorail stations, until they can add value to their SmarTrip cards at a convenient location. This may cause a Title VI Civil Rights issue.

Item G.03: Regional Integrated Transportation Information System (RITIS)

Description:

WMATA is a partner in this regional transportation information sharing system, but the focus needs to be more clearly placed on its vital importance for transit and the operation of existing and future priority bus corridors. All other jurisdictions, including DC, operate their own transit systems and their needs must be kept in mind as the system is developed and deployed. Plans for deployment of the system must keep regional bus operators at the table.

Regional Significance:

System is developed and funded regionally.

Item G.04: Frederick Regional Commuting Options Brochure

Description:

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, and Ride-On #75) should be developed and printed, and posted electronically.

Regional Significance:

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

Item G.05: 511 system

Description:

The 511 system should be used more effectively. This is potentially a good system that is under used and under marketed. Why create other systems when there is an existing system that could function at a much higher level.

Regional Significance:

Item G.06: One-stop Information System like 511

Description:

While the Trip Planner on Metro’s web site includes Ride On routes, many of the other details of the service such as Kids Ride Free or Seniors/Disabled Ride Free are not included and not known by the reservation/information centers. Also holiday service should be included in the Trip Planner.

Regional Significance:

Customers don’t like making additional call or clicks to get information. It may be easier just to get into their car than talk to several agencies for information on a single trip.

Item G.07: Transit Routes in the City of Alexandria

Description:

The creation of a booklet that can be provided to customers that places all transit routes in the City of Alexandria into one booklet. This booklet will provide information on transit options in the City and show customers how one can navigate their way in and around the City by using public transportation. This booklet will not feature a timetable for buses; however, it would feature maps and show the directions in which buses and trains are headed.

Regional Significance:

This will provide customers with information on how to navigate in the City and into places such as Washington, DC, Prince Georges County, Fairfax County, and Arlington County from the City.

Item G.08: Upgraded bus stop information at major transfer centers

Description:

Standard signage with directions at bus stop transfer points (as well as Metrorail stations) to inform people where to find the appropriate bus stop to board buses going in the direction/to the location desired. This signage may be static (posters, signs) or electronic or both.

Regional Significance:

Standard public information, vetted in focus groups consisting of bus riders including seniors and those with limited English proficiency, will encourage more people to ride transit.

Item G.09: Regional Joint Marketing Initiative for Airport Bus Services

Description:

DDOT is proposing a regional effort by the jurisdiction to begin a regional joint marketing effort to promote WMATA's airport bus service to the three major airports in the region. Both the B30 (BWI) and the 5A (Dulles) are among the lowest performing routes in terms of subsidy per ride and could accept additional riders without adding capacity. National also has a route – 13 ABFG – with performance also low. Just comparing the costs for other types of transit (supershuttles, taxis, Washington Flyer coaches to WFC metro) the buses are extremely cheap. Lack of public knowledge of these services might be the reason for their low performance.

Regional Significance:

Provide our regional customers the necessary information to utilize the services that the jurisdictions are subsidizing with these routes. We will not only make more customers ride the bus, but also maybe attract new riders to this and other bus services in the region.

Item G.10: Inclusion in national and regional Trip Planning Applications, such as Google Transit and WMATA's Metro Trip Planner

Description:

Expand national and regional Trip Planning Applications, such as Google Transit and WMATA's Metro Trip Planner, to include data for Frederick City/County and TransIT Services of Frederick County.

Regional Significance:

This change would allow regional commuters whose trip origins and/or destinations are in Frederick County to plan their trips using the latest technology available.

Item G.11: Google map project

Description:

Adding transit to Google maps for the Washington, DC area should include regional services.

Regional Significance:

Showing the complete trip for a user is important for anyone in the region who wants to use Google Maps for transit planning. A user may reject transit if the information doesn't show all the available possibilities for their trip. Because Ride On is a feeder service, it is a critical link for many trips that begin or end in neighborhoods or areas not served by Metrobus

Examples of Good Bus Service Integration

Item H.01:

In the City of Alexandria, several private developers have been responsible for erecting new bus shelters and creating ADA complaint bus stop landing areas for customers. In some cases, private developers have incorporated bus shelters into the design of a building such as the building constructed at 500 N. Henry Street. Outside the City, the Shirlington Transit Center and the National Harbor Development are good examples of high quality bus services and infrastructure.

Item H.02:

The WMATA Compact Jurisdictions can take pride in the many multimodal transit stations located throughout the area, including Metrorail stations at Vienna, West Falls Church, Ballston, Rosslyn, Pentagon, Franconia-Springfield, Glenmont, Shady Grove, Silver Spring (to be improved), and New Carrollton. Each of these centers serves local transit providers as well as WMATA and several serve private-sector shuttle operators as well. Each center is designed to minimize transfer time and provide easy connections throughout the region. The high-occupancy vehicle ramps on I-395 at the Pentagon, Seminary Road and the Fairfax County Parkway, as well as from I-66 at West Falls Church Metro and Monument Drive allow buses to provide quicker service than can be obtained using a single-occupancy vehicle. In New York City, the Port Authority of New York and New Jersey offers a bus staging area at JFK International Airport. A fine example of an accessible pathways project from outside the area is offered by Suisun City, a suburb of Osaka, Japan. This is a planned city comprised of five clusters surrounding a central railway station. A university-led project involving the disability community led to the creation of an accessible pathway from each cluster to and into the railway station.

Item H.03:

Development of the DC Circulator system is an example of a true public-private partnership involving transit in the region. The DC business community along with DDOT identified the need for better linkages inside the District that WMATA was not currently providing and formed the District of Columbia Surface Transit, Inc. (DCST). DCST is a non profit entity formed by the various Business Improvement Districts (BIDs) in the District and is charged with providing planning advice for affordable surface transit services, raising funds from both private and public sector sources to support such surface transit services, and promoting and marketing such surface transit services. The joint marketing role is particularly noteworthy, as the business community's deep expertise with marketing has paid off in the Circulator's branding as a new, different, user-friendly service. DCST's involvement may also lead, in the future, to creation of streetcar and other surface transit options throughout the District.

Item H.04:

In December 2001, two new MARC train stations opened, the downtown Frederick and Monocacy Stations, allowing commuters to travel via rail between Frederick and Washington D.C. TransIT Services of Frederick County responded to the needs of MARC commuters by implementing three new Meet-the-MARC shuttle routes, providing service from various locations throughout Frederick to the downtown MARC train station. At the same time, TransIT relocated its primary passenger transfer point from the Government Services Building to the new downtown Frederick MARC train station, which is located in an area of intense redevelopment in the city. A few months later TransIT unveiled it's new Connector Route system with 7 bus routes meeting hourly at the downtown

Frederick train station (the "Transit Center"), allowing passengers to transfer safely and conveniently between routes. Since then, TransIT's ridership has more than doubled, from 313,238 trips provided in FY 2002 to nearly 738,000 trips provided in FY 2008.

Item H.05:

Currently GW University contracts with VRTA to run bus service from West Falls Church to its facility. HHMI contracts with Reston Limo to do a similar run. The commuter bus also makes one morning run and two afternoon runs to this area. This is to bring employees from the DC/Arlington area out to their Loudoun sites. The Office of Transportation Services has been working with all parties to try to increase service and get "more bang for the buck". A memorandum of understanding has been developed that would provide all day service (6 to 6) on buses provided by VRTA from West Falls Church metro station to GW University, HHMI and to Loudoun Hospital where anyone can connect to other VRTA service to Leesburg, etc. VRTA applied for and received a federal Jobs Access/Reverse Commute (JARC) grant that will pay for 50% of the operating cost. HHMI and GW University will pay 25% each toward the cost of service. By mixing in the public funding, the service will be open to the public as well as to GWU and HHMI employees (the employees will ride free). Additionally, this will provide an all day connection to Metrorail at West Falls Church, a highly requested service. The County's role has been to develop the MOU, to prepare a schedule and to coordinate the participants. This is a win/win/in service for all parties.

Item H.06:

Ride On Germantown Bus restructuring.