

Priority Bus Transit in the National Capital Region

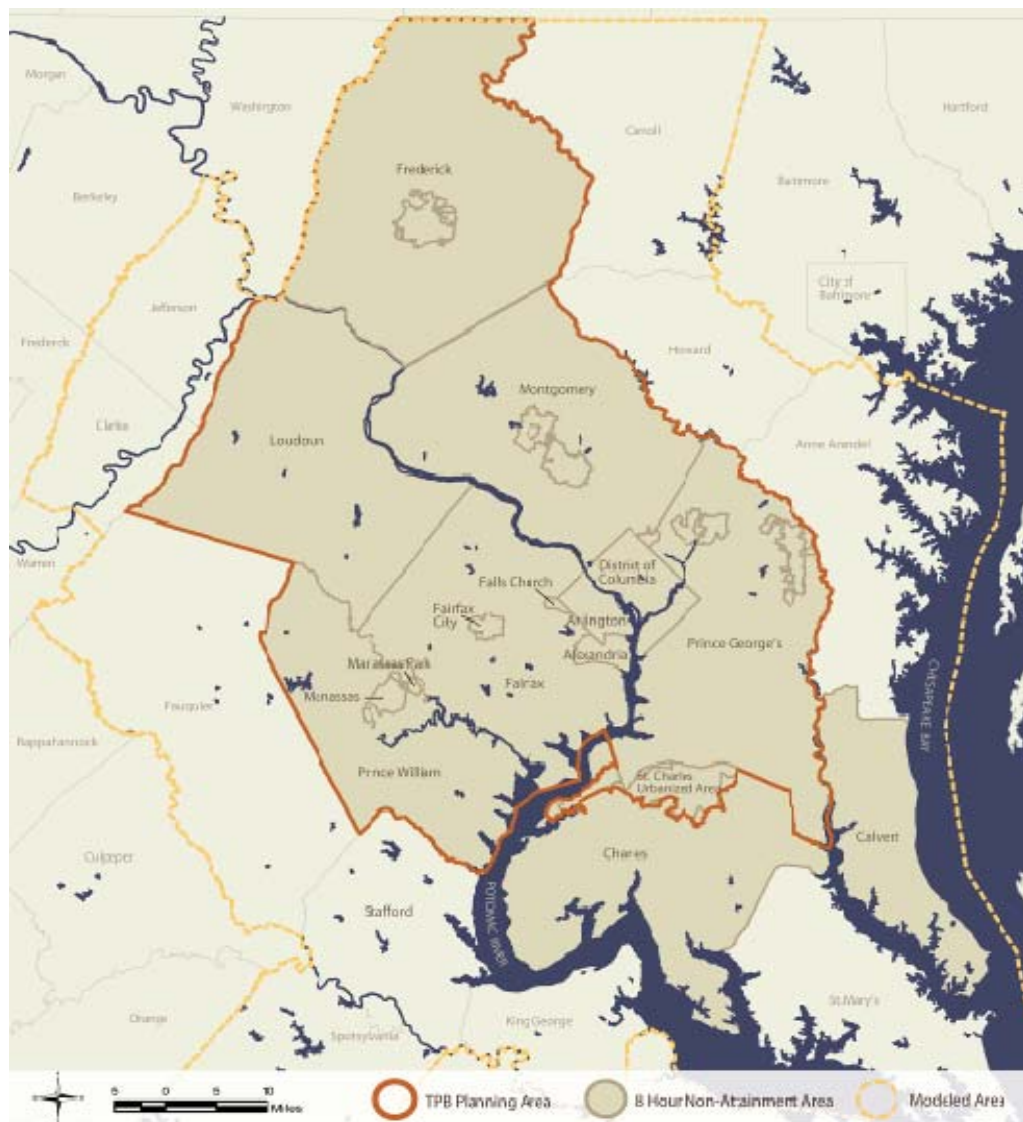
Presented to the Virginia Joint Subcommittee to Study the Feasibility of Creating a Regional Rapid Transportation Network

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Transportation Planning in the Washington Region



TPB is the Metropolitan Planning Organization (MPO) and is housed within the Metropolitan Washington Council of Governments (COG)

Began in 2001 with the Regional Mobility and Accessibility Scenario Study (RMAS)
5 transportation/land use scenarios



Conclusion

“We can make a positive impact by locating housing and jobs closer together, approving development closer to transit stations, and expanding our network of public transit lines to support regional activity centers.”

-Michael Knapp, Montgomery County

Continued in 2006 with an assessment of
3 variably priced lanes scenarios



Conclusion

Variable pricing on a combination of new and existing lanes can fund new transportation infrastructure and enhanced bus services.

The Starting Point for the CLRP Aspirations Scenario

Goals

1. The TPB Vision

“Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment”

“A web of multi-modal transportation connections which provide convenient access”

“A user-friendly, seamless system”

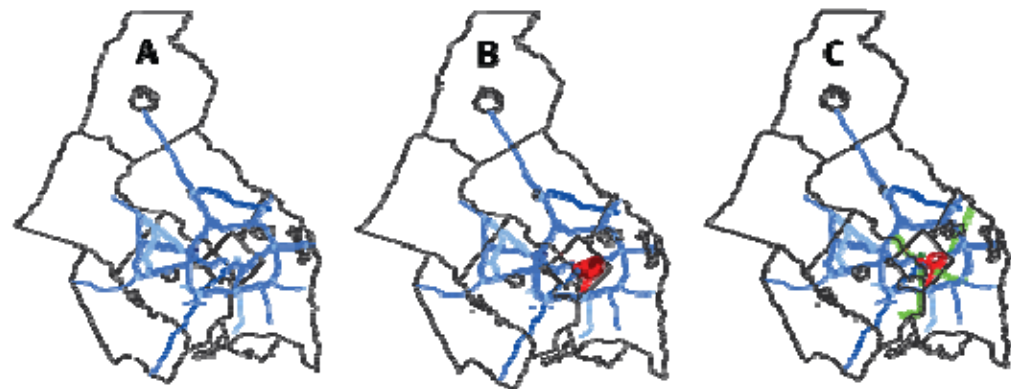
“Reduction of per capita VMT”

What Ifs

2. RMAS: Moving Jobs and Housing Closer Together



3. TPB Value Pricing Study: Pricing is politically possible and can provide capacity and revenue for transit



Moving Forward from What Ifs to How To--Achieving the TPB Vision

Two new scenarios:

What Would it Take?

Starts with COG regional CO₂ goals and assesses what scales and combinations of interventions will be necessary to achieve the goal for the transportation sector.

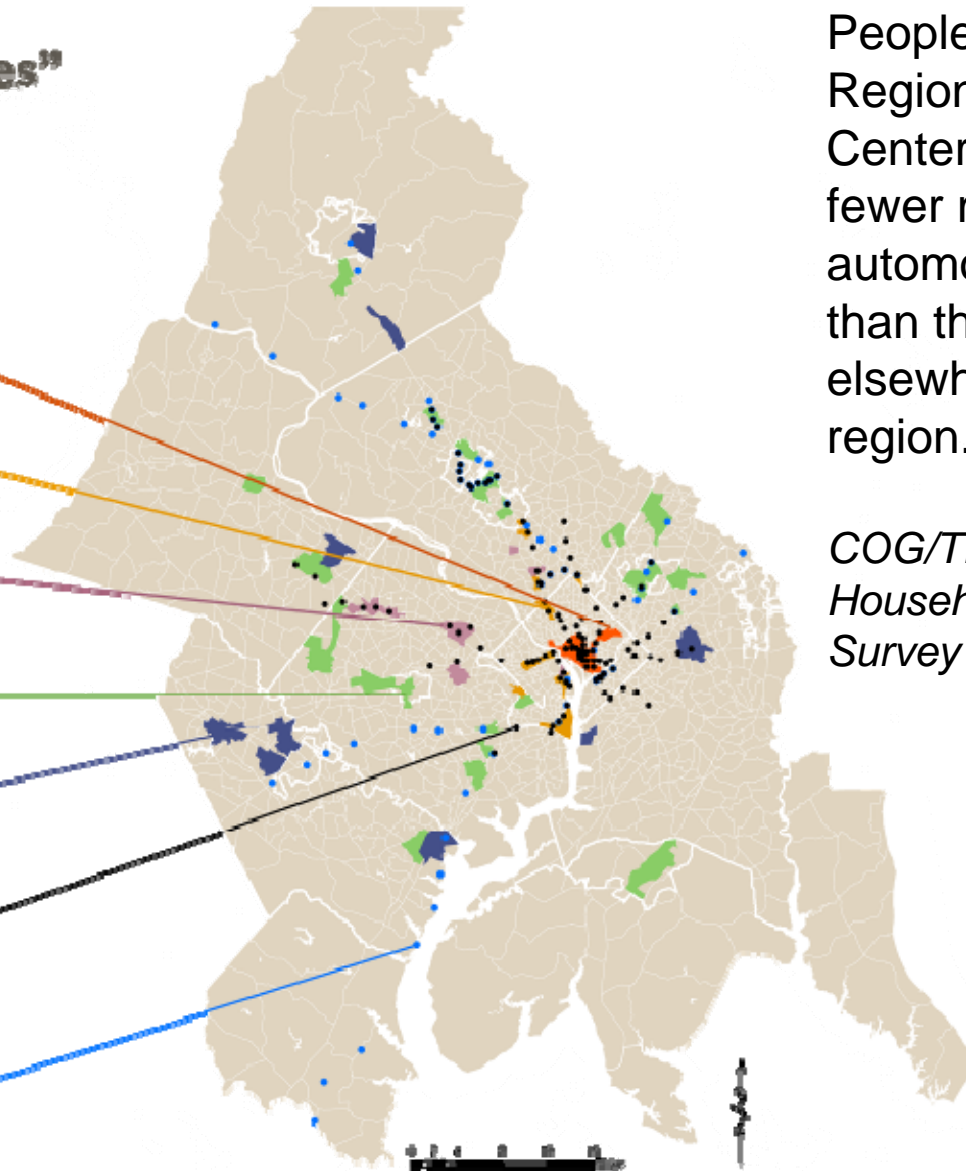
CLRP Aspirations

Draws on past studies and public outreach to provide an ambitious yet attainable vision of land use and transportation for the 2010 CLRP update and to eventually serve as an unconstrained long range plan.

Aspirations Scenario: Promote Concentrated Mixed-Use Development in Activity Centers

7 Types of "Receiving Zones" (Goals for 2030)

- 1. DC Core**
20 du/acre
3 jobs/household
- 2. Mixed Use Center**
10 du/acre
3 jobs/household
- 3. Employment Center**
8 du/acre
2 jobs/household
- 4. Suburban Employment Center**
6 du/acre
2 jobs/household
- 5. Emerging Employment Center**
3 du/acre
1.6 jobs/household
- 6. Metrorail or Transitway Station**
(not in Activity Center)
7 du/acre
1.6 jobs/household
- 7. Commuter Rail Station**
(not in Activity Center)
3 du/acre 1/2 mile around station
1.6 jobs/household



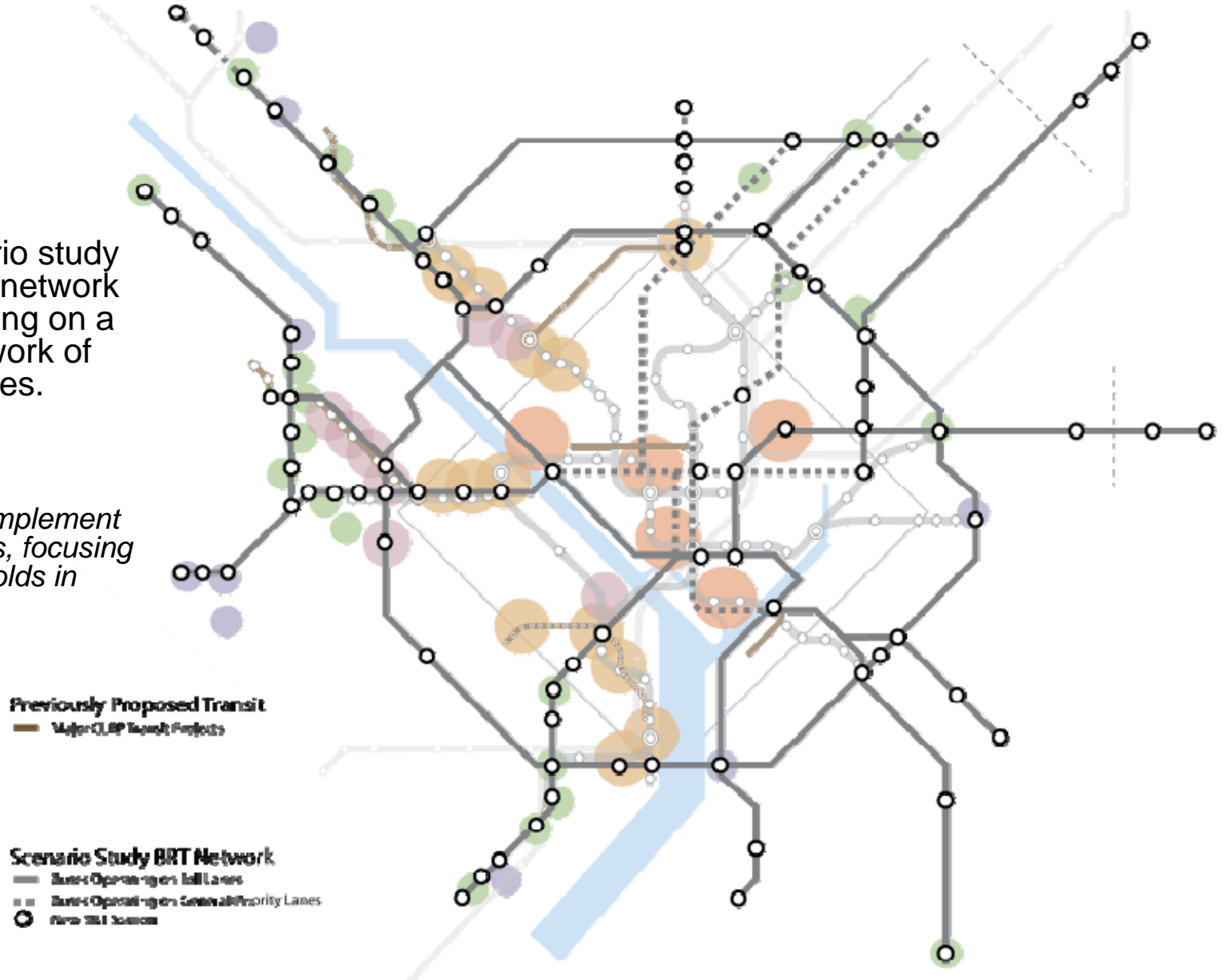
People living in Regional Activity Centers travel 10 fewer miles by automobile per day than those living elsewhere in the region.

COG/TPB Regional Household Travel Survey

Aspirations Scenario: Connect Activity Centers with High Quality BRT and Other Transit

Current scenario study will evaluate a network of BRT operating on a regional network of priced lanes.

Transit would complement land use changes, focusing jobs and households in activity centers.



BRT Stations for Rail-Like Service

BRT stations will provide many features to decrease boarding time:

- All-door, level boarding
- Off-board payment
- Room for 60' articulated multi-door buses



The Shirlington Transit Station in Arlington, VA.

June 24, 2009, TPB Priority Bus Conference

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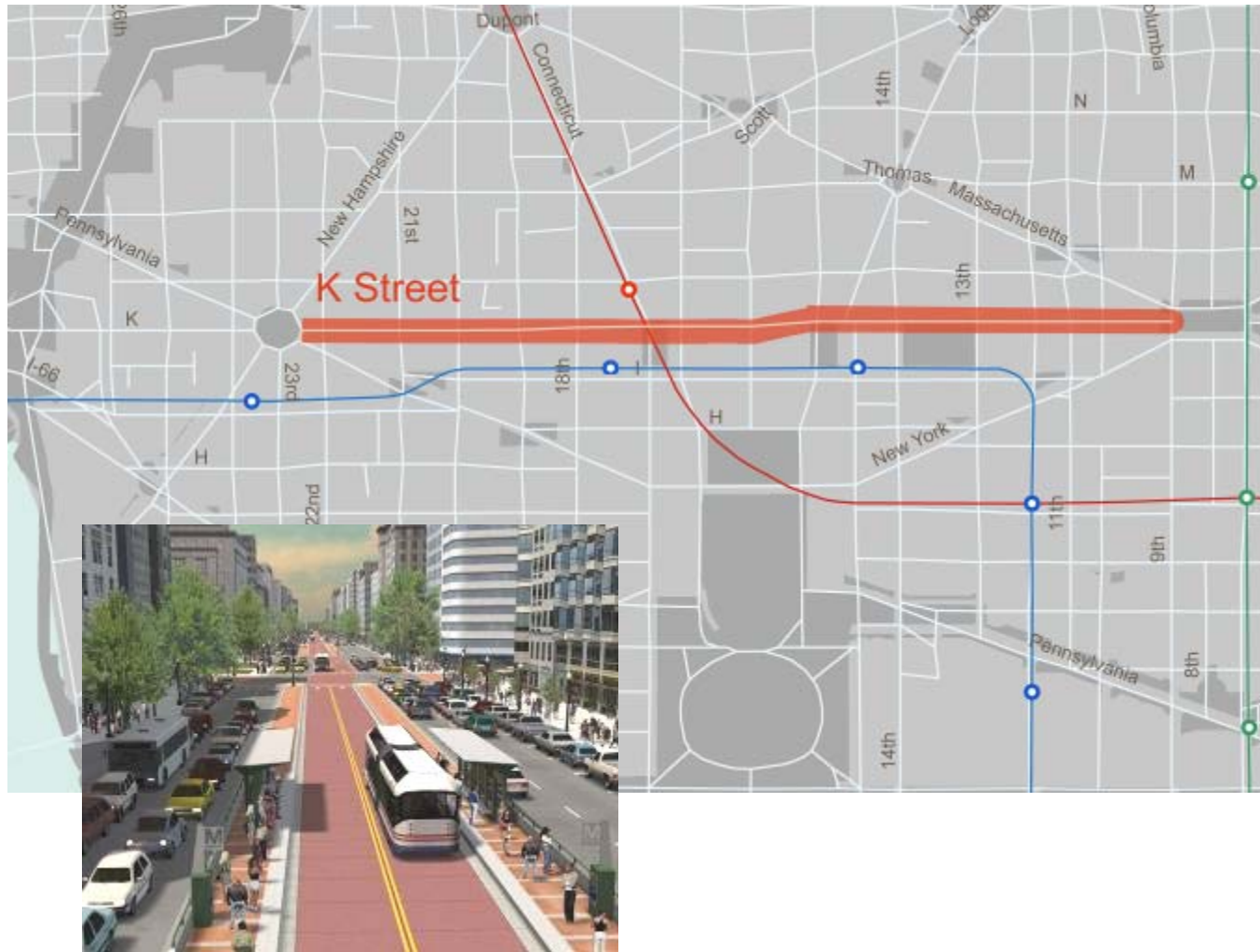
- Over 200 attendees
- Keynote speech given by Roy Kienitz, USDOT Under Secretary of Transportation for Policy
- A step towards regional consensus for prioritizing bus transit



Multimodal menu of services and infrastructure improvements that allow for a more convenient **door-to-door trip**, by increasing mobility through priority bus transit and improving intermodal and non-motorized access to transit, submitted September 15, 2009.

1. **Bus Priority Network** on a variety of facilities.
2. A **bike-sharing system**
3. Improvements to **two Metrorail stations** and the creation of **one new transit center**

K Street Transitway



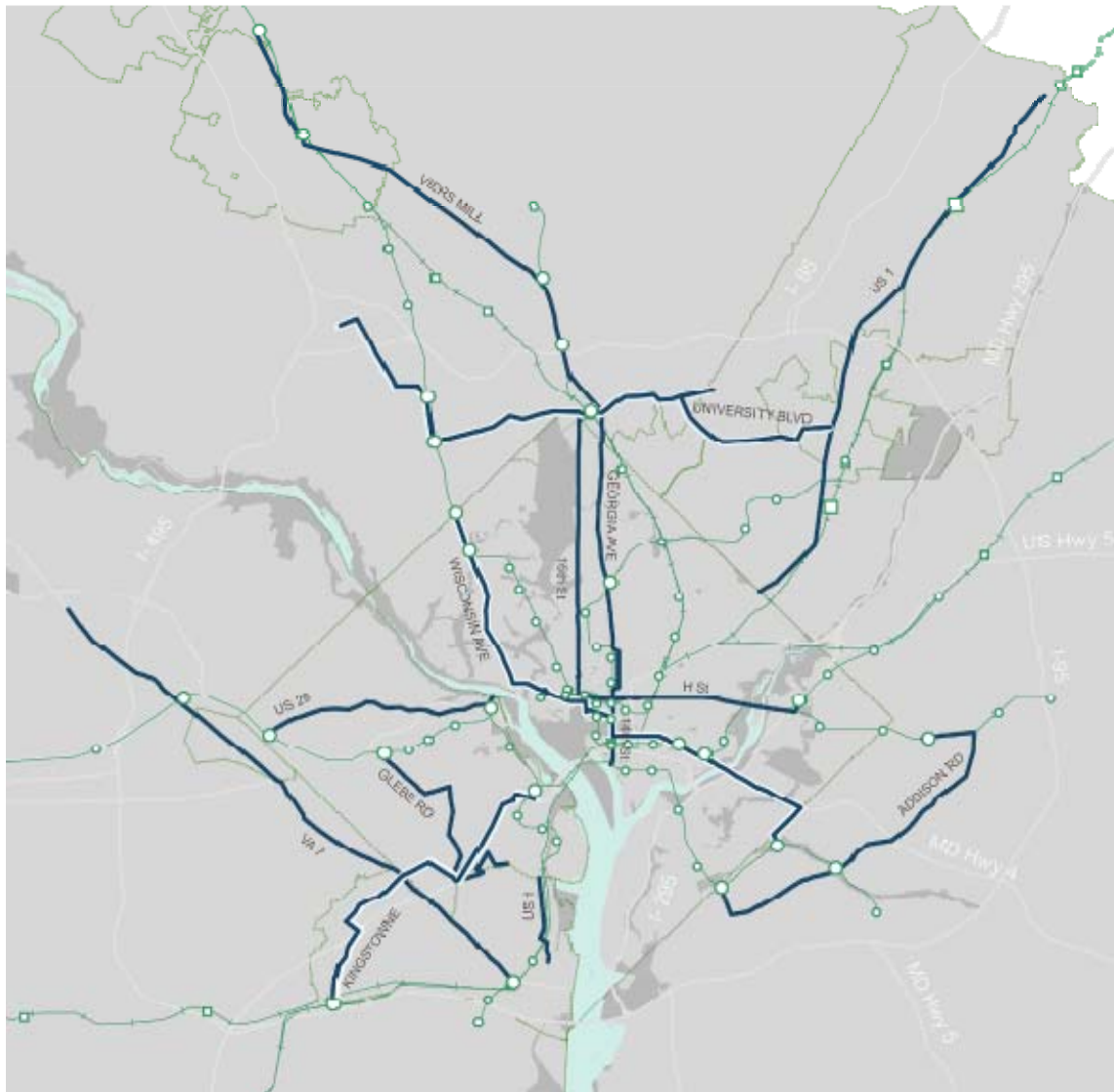
What 2 lanes with passing option, 1.3-mile transitway, from 9th-23rd St NW

Why Increase multi-modal efficiency of a regionally significant corridor

Grant Request
\$95m

Regional Priority Corridors

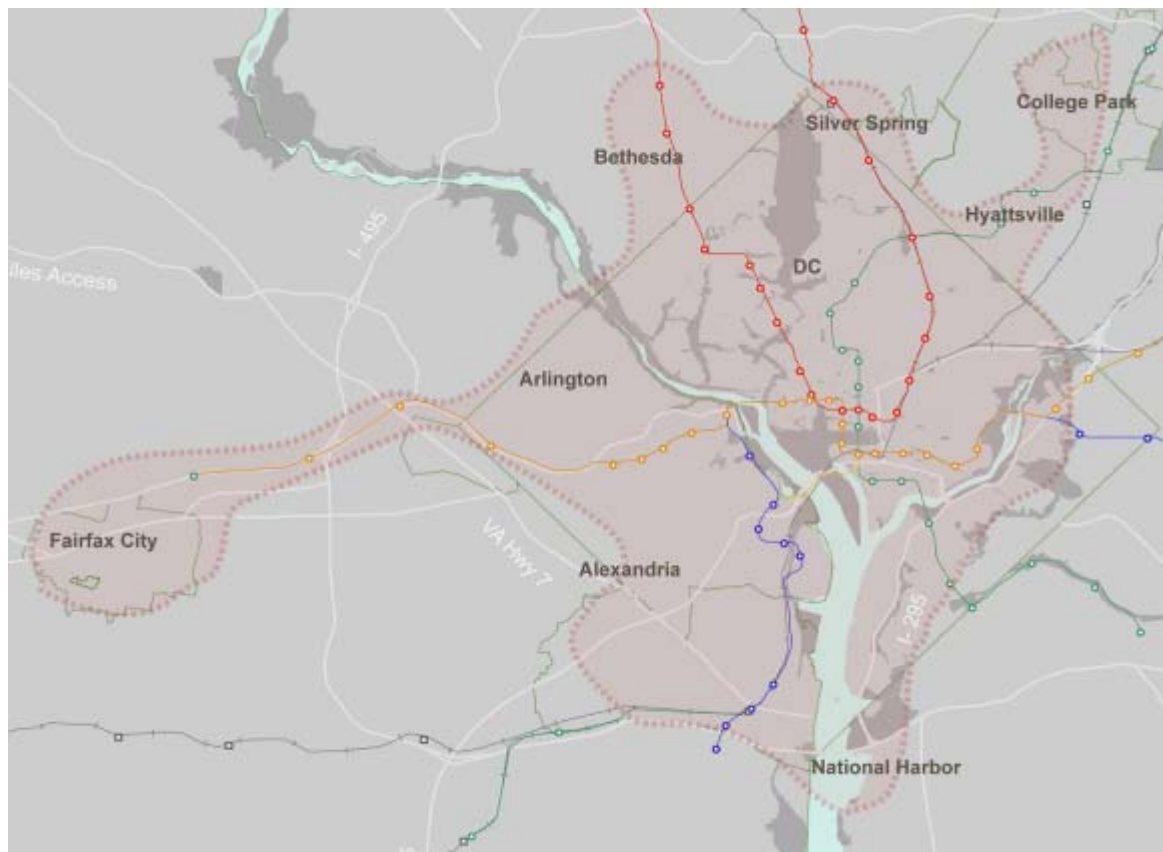
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What Enhanced bus transit service along 12 existing bus corridors, including, for example, dedicated bus lanes, TSP, skip stop service, enhancing pedestrian access, real-time passenger information, and enhanced bus stops

Why Improve routes with highest regional ridership, and increase ridership and reliability

Grant Request \$36m

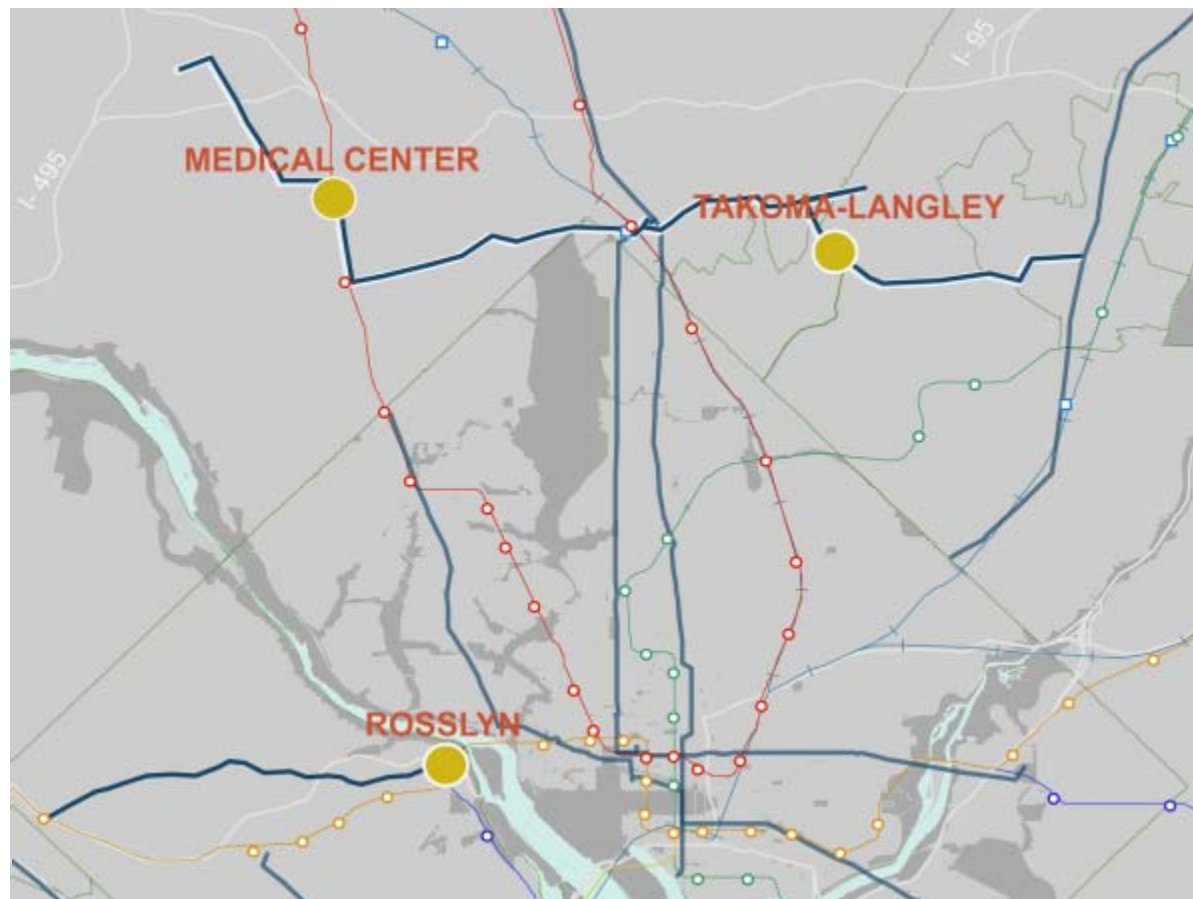


With DC's bike-sharing success, the time is right to expand regionally

What Initial expansion of 3250 bicycles at 325 bike stations in areas of DC, Alexandria, Arlington, Silver Spring, Bethesda, Fairfax City, College Park, Hyattsville, and National Harbor; and creation of 20 “smart” hubs, using IT to make intermodal transfers more legible.

Why To extend the reach of public transit by providing a low-cost, convenient, door-to-door travel option

Grant Request \$13.4m
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Transit centers provide regional, intermodal connectivity

What (1) A new multimodal tunnel at Medical Center station, (2) 3 high-speed elevators, a mezzanine, and emergency stairs at Rosslyn station, (3) Creation of the Takoma/ Langley Transit Center

Why To greatly improve safety and intermodal access to priority bus corridors

Grant Request \$47.3m
Rosslyn=\$15m
Takoma/Langley=\$12.3m
Medical Center=\$20m

Study Timeline

