

Bus Rapid Transit Opportunities for the Region

WMATA Safety and Operations
Committee Meeting

February 13, 2020



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Range of Bus Service

Local Bus

Density	Low-Medium
Stop Spacing	1-2 Blocks
Corridor Capacity*	~1,200



Bus Rapid Transit

Density	Medium-High
Stop Spacing	0.5 mi
Corridor Capacity*	1,900-2,100



On-Demand

Density	Low
Stop Spacing	N/A
Corridor Capacity	Varies



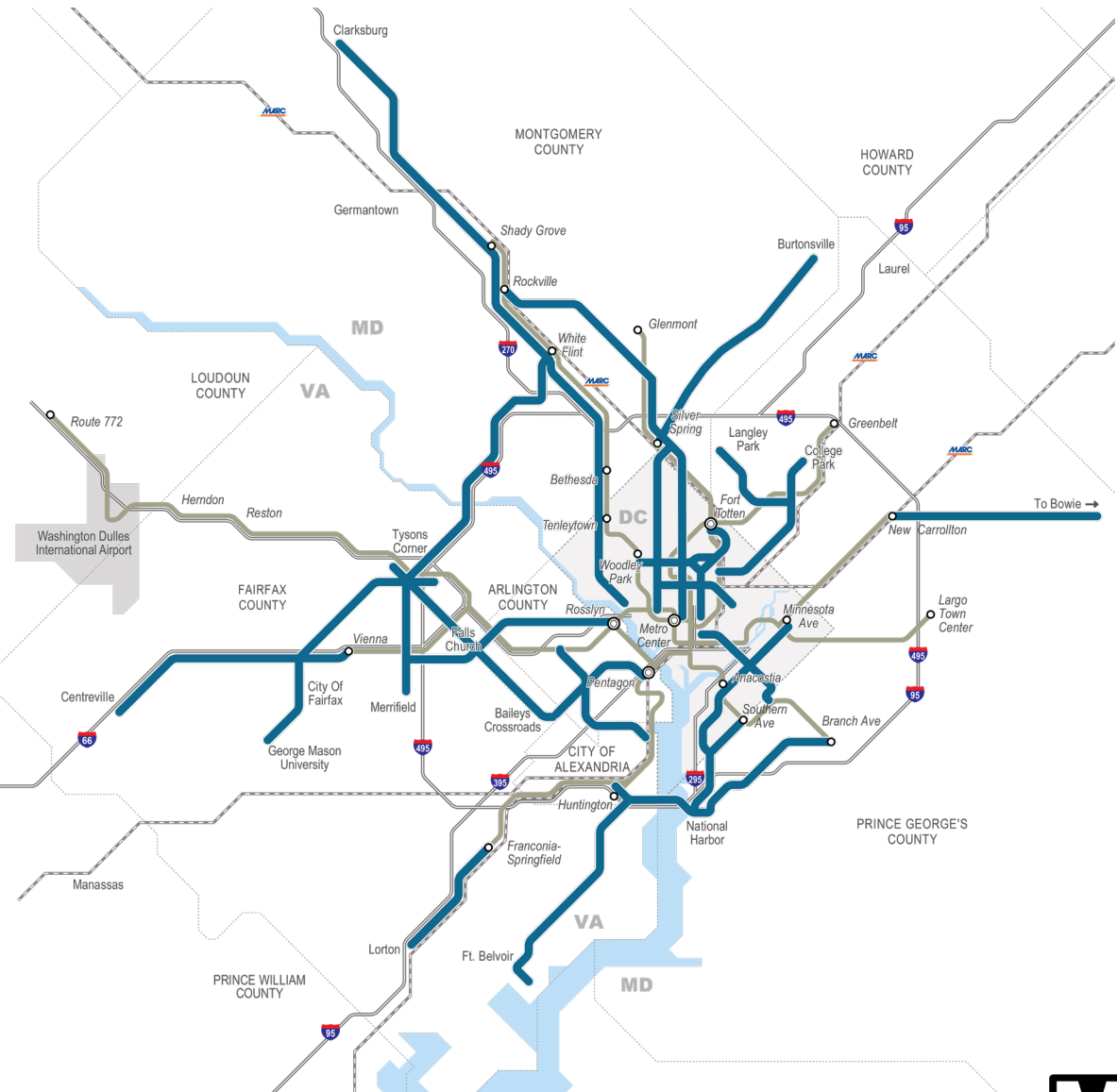
Limited/Rapid Bus

Density	Medium-High
Stop Spacing	0.25 – 0.5 mi
Corridor Capacity*	1,200-1,400



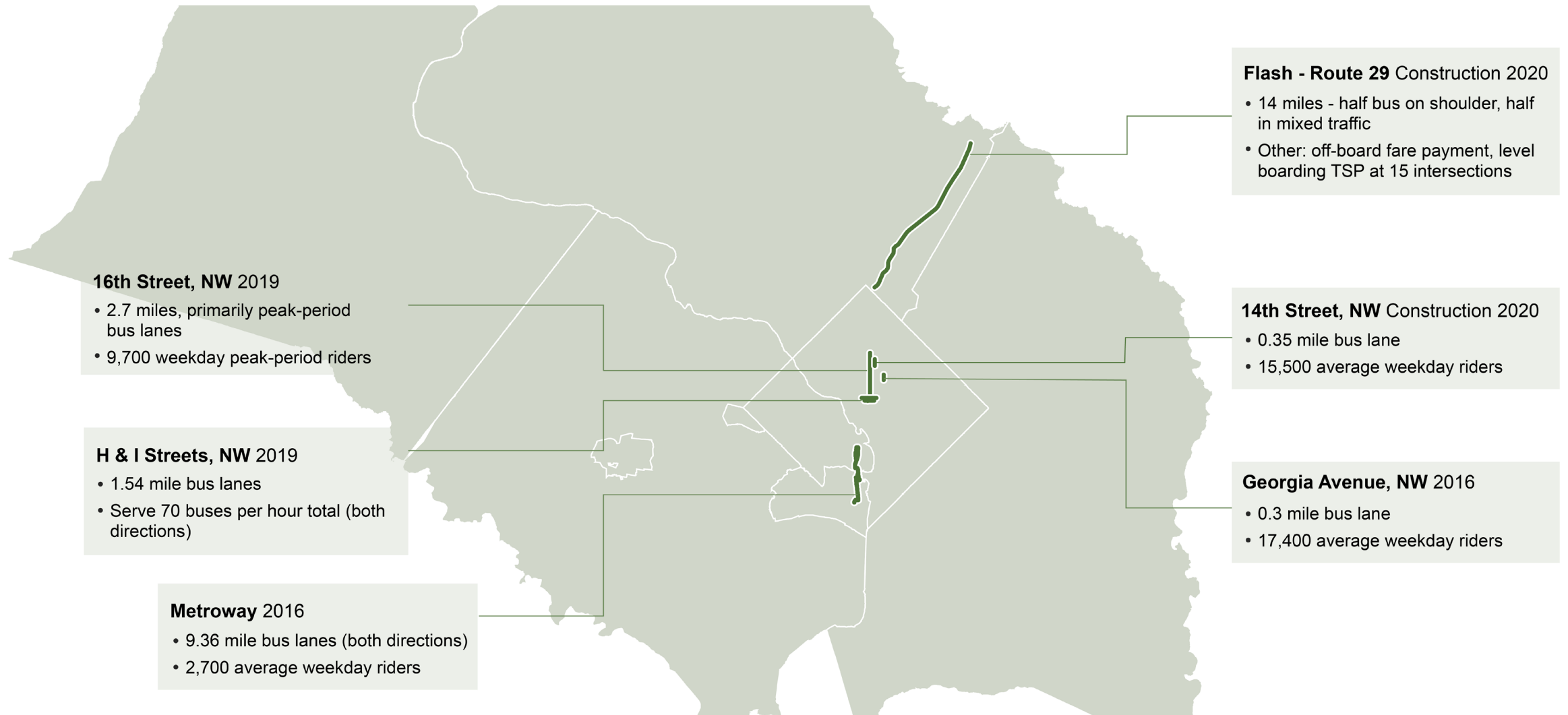
Where Can BRT be Most Successful in the Region?

- Connect activity centers not served by Metrorail
- Utilize existing/new HOT lanes and major arterials
- Extend from end of line Metrorail stations
- Serve major corridors where bus ridership high portion of roadway users
- See [CGW 2014 Report \(WMATA\)](#)

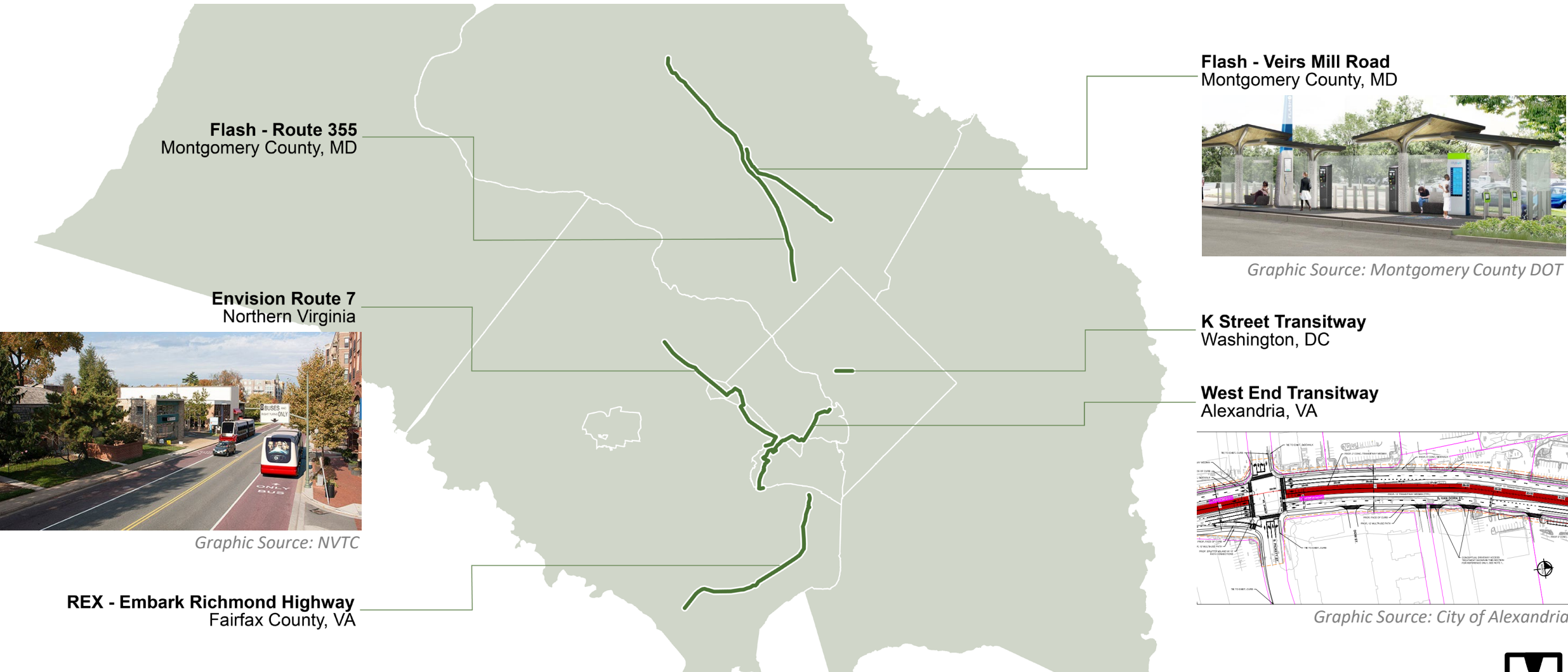


Graphic Source: WMATA, ConnectGreaterWashington, 2013

Bus Priority Projects: Existing or Under Construction



Future BRT Projects For the Region Ahead



Flash - Route 355
Montgomery County, MD

Envision Route 7
Northern Virginia



Graphic Source: NVTC

REX - Embark Richmond Highway
Fairfax County, VA

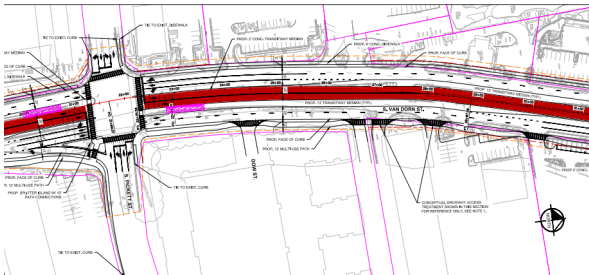
Flash - Veirs Mill Road
Montgomery County, MD



Graphic Source: Montgomery County DOT

K Street Transitway
Washington, DC

West End Transitway
Alexandria, VA



Graphic Source: City of Alexandria



Implementation Risks and Challenges



- Multiple fare system procurements from the same vendor
- Incompatible fare enforcement policies
- Different vehicle specs; varying maintenance facility requirements
- Many different apps, trip planners, and real-time feeds
- Marketing own brand but not the others
- Incompatible TSP systems
- Different driver training requirements
- Different rules on which bus providers can use the lanes

Fast, frequent, reliable, affordable transit that feels unified

In Bus Transformation Project surveys, respondents:

- 40% indicated that slow buses are second to frequency as barriers to riding the bus
- 21% ranked “build dedicated lanes” as highest priority action
- Respondents in every jurisdiction except Fairfax and Prince George’s Counties prioritized “build dedicated lanes” first among recommendations.

“Buses must be given priority on more corridors across the region. It is essential to moving more people, more quickly, and more equitably.”

“As a user, I don’t really care who is responsible for my bus. I just want to be able to use my SmarTrip card to access buses and that my bus comes on time.”



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BUS TRANSFORMATION
PROJECT

Customer Survey Results

“There’s no doubt that having 20 companies running individual bus services is not cost-efficient and enhances discrepancies and discordance in the system.”

“Riding the bus should be simple and easy. Simple fare structure. Simple apps. Simple policies.”

Roles and Responsibilities for BRT and Bus Priority Today

Metrobus

- Operate bus service
- Identify priority corridors
- Partner with jurisdictions on where and what priority measures are most effective
- Monitor service performance

Metro as Regional Transit Organization

- Manage SmarTrip consortium
- Build mobile payment solution
- Service and priority standards
- Data integration

*In partnership with local jurisdictions and funding partners

Local Bus Providers

- Identify and plan priority corridors
- Partner with Metro on distribution of service
- Monitor service performance

Local/State Jurisdictions

- Implement bus priority
- Enforce bus priority
- Improve stop access and amenities

Maximizing the Opportunity, Mitigating the Risks



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- Establish regional standards across bus systems to provide consistent bus service and BRT (Recommendations A)
- Collaboratively restructure the region's bus network (Recommendation C)
- Create consistent enforcement policies (Recommendation G)
- Establish a capital program at WMATA that supports accelerated implementation of bus priority projects (Recommendation H)
- Create customer-centric approach to information, branding, marketing, fare payment (Recommendations J-P)