

Better Bus Network Redesign

RAC Briefing



Why Redesign the Bus Network Now?

Buses are a major part of the region's transportation network and extend the rail network and provide transit service when and where people want to travel



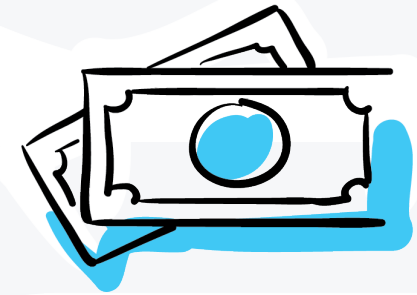
***Our region
is growing***



***People's travel
patterns are
changing***

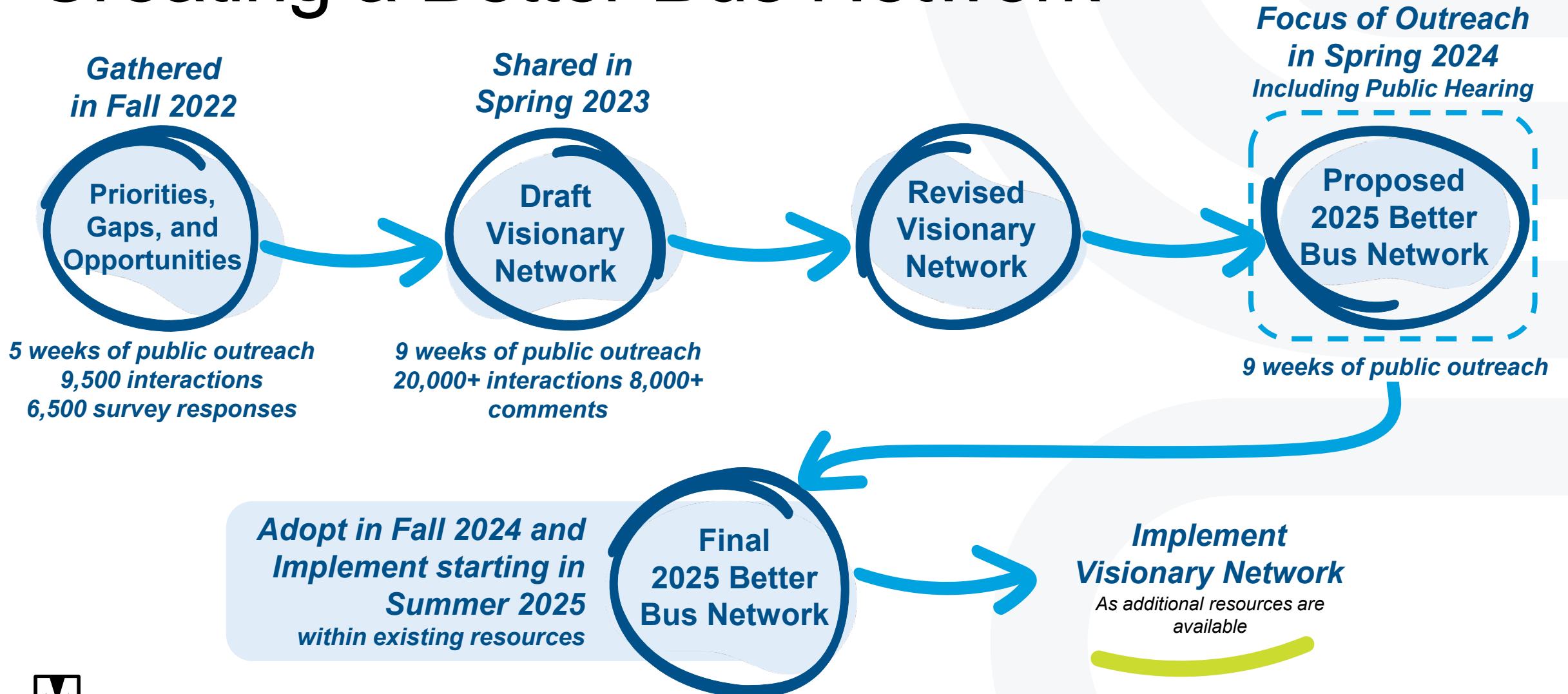


***Need to prioritize
the customer
experience***



***Need to use limited
resources
efficiently***

Creating a Better Bus Network



The Proposed 2025 Better Bus Network Attracts More Customers Using the Same Level of Resources



- More frequent all day, all week service, including midday, evening, Saturday, and Sundays

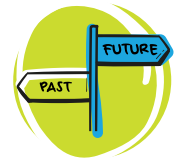


- More connections to job centers, transit stations, hospitals and other places people want to travel



- More convenient and direct service, saving customers time and improving operations

- More reliable service using bus lanes



- New route names making the network more understandable

Could attract
**13,000 more daily
weekday trips** and
avoid **4,300 metric
tons of GHG
emissions** a year

With additional investment, the Visionary Network can improve access, frequency, and convenience and attract many more customers



- Provide at least **30-minute frequency throughout the day for most routes**
- Provide **30 new routes, including more connections between Metrorail branches and emerging activity centers**
- Create a **regionwide 24-hour bus network** including overnight connections to the region's airports
- Create even **more consistent frequent service all day and all week**



Benefits to Customers and the Region from the Visionary Network*

Attract **twice as many new customers** than the proposed 2025 network

Avoid 9,200 metric tons of GHG emissions annually

Save 3x more time on an average weekday for transit customers

Make an **additional 200k weekday trips convenient** to take on transit

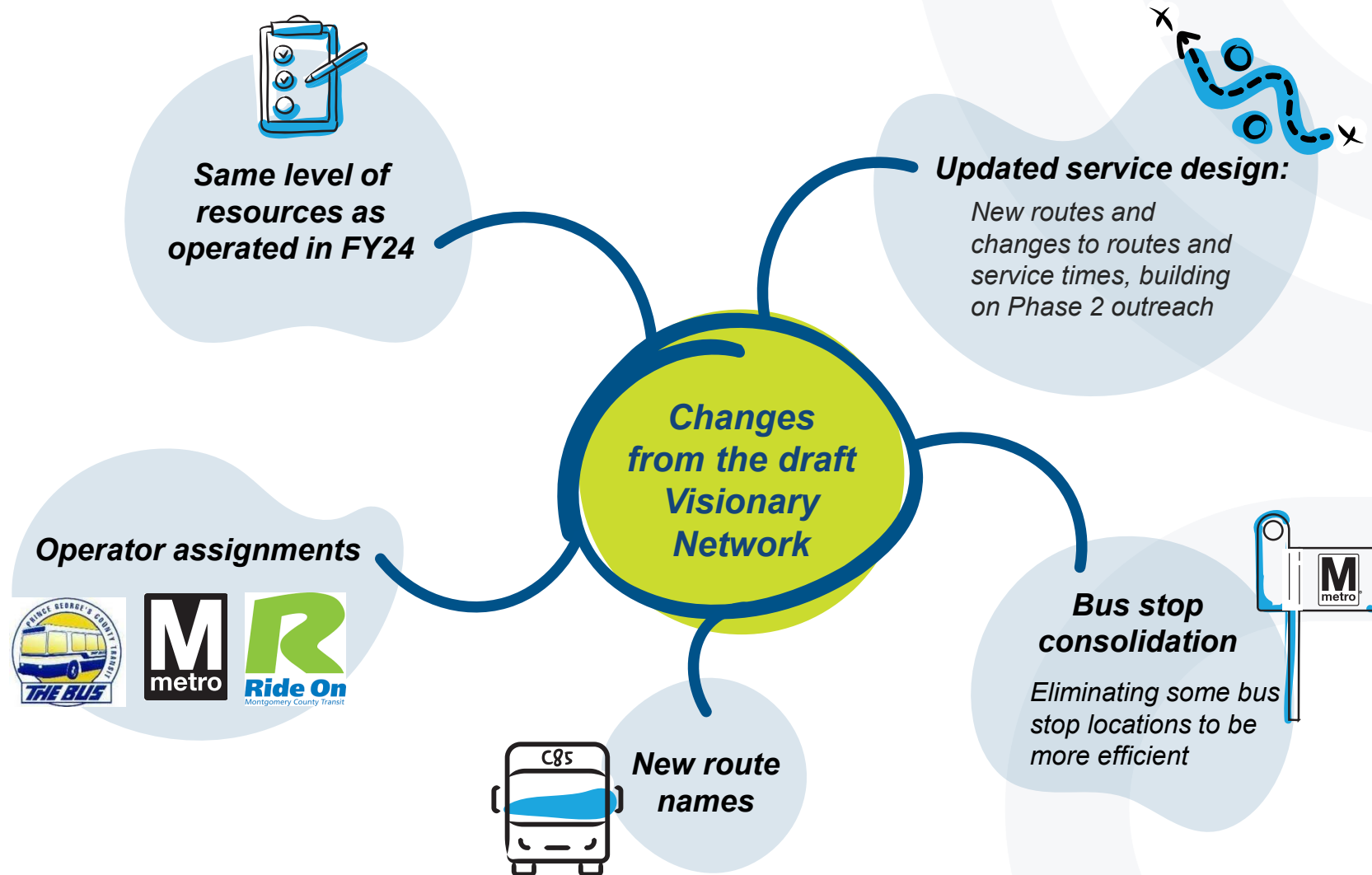
Provide **access to 17k more jobs within 60 mins** on transit for residents of the region

*Metrics compared to proposed 2025 Better Bus Network

Highlights from the Proposed 2025 Better Bus Network



Proposed 2025 Better Bus Network Includes



The Proposed 2025 Better Bus Network...

Includes Difficult Tradeoffs

Only so much can be achieved using currently available resources

***Because the
Proposed 2025
Better Bus Network
prioritized:***



*Consistent
service levels
throughout the
day and the week*



*Providing better
service in Equity
Focus
Communities*



*Making service
faster and more
direct*



It resulted in:



*Some areas having
less-frequent
service during rush
periods*



*Reducing service in
areas with low
ridership*



*Some customers will
have to travel further
to get to a bus stop*

Better Connects the Region

By linking people with jobs, destinations, and other transit modes

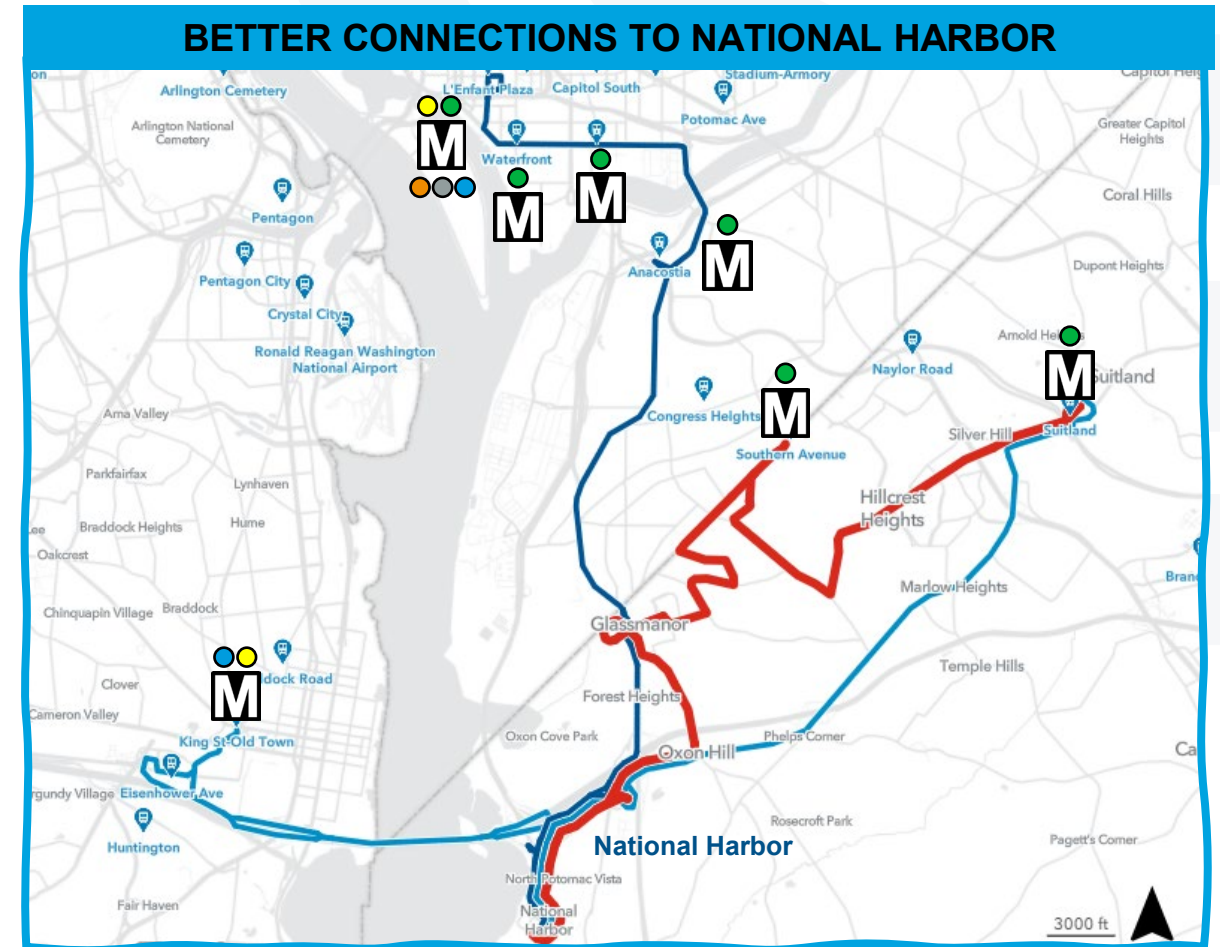


12k more jobs within 60 minutes on transit in the AM rush.

4-6% more bus trips connect destinations between the District, Maryland, and/or Virginia on weekdays



More residents – especially, people of color and residents of low-income households – will have **easier access to hospitals, colleges, and grocery stores** at all times of day



Improves Access to Better Bus Service

Especially on evenings, and weekends



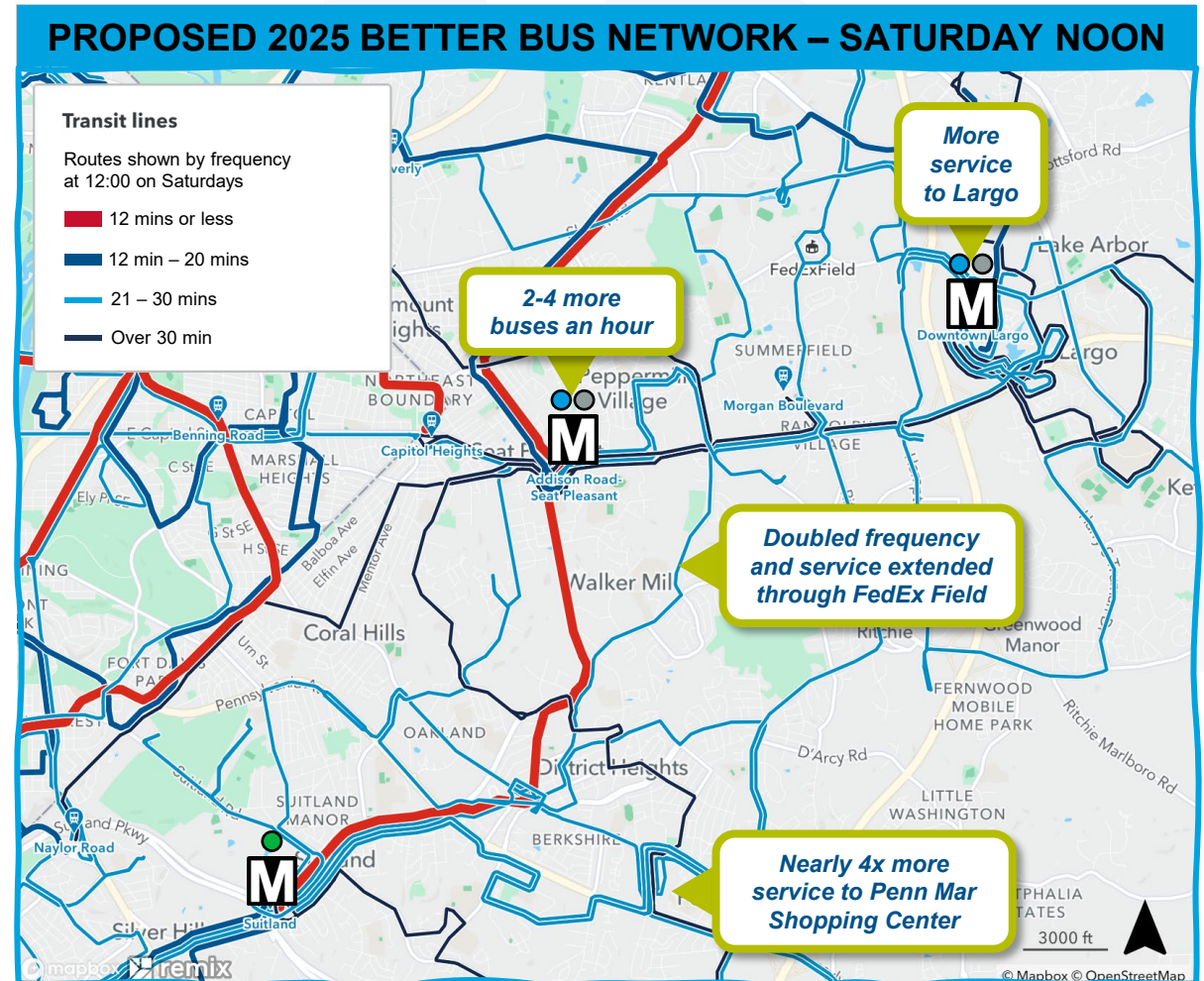
22K and 46K more residents will have **bus service on Saturdays and Sundays** respectively

47k residents of Equity Focus Communities (EFC) in Maryland will gain access to **high-frequency bus service during the morning rush**



>146k residents will gain access to **high frequency service during evening hours 7 days/week**

47% increase in the number of routes in the 20-min **frequent service network** (28 routes compared to 19 routes currently)



Note: EFCs represent the areas that have the highest concentrations of people of color, low-income households, and/or disabled residents in the region

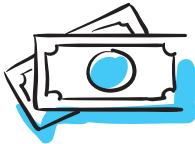
Washington Metropolitan Area Transit Authority

Advances Access to Opportunity

For Equity Focus Communities (EFCs)



~14k residents of EFCs will gain access to high-frequency bus service during weekday AM rush



In Maryland, **31% more EFC residents** will have access to high-frequency bus service in the AM rush

Across the region, residents of EFCs will have **access to almost 9% more jobs** during the AM rush.



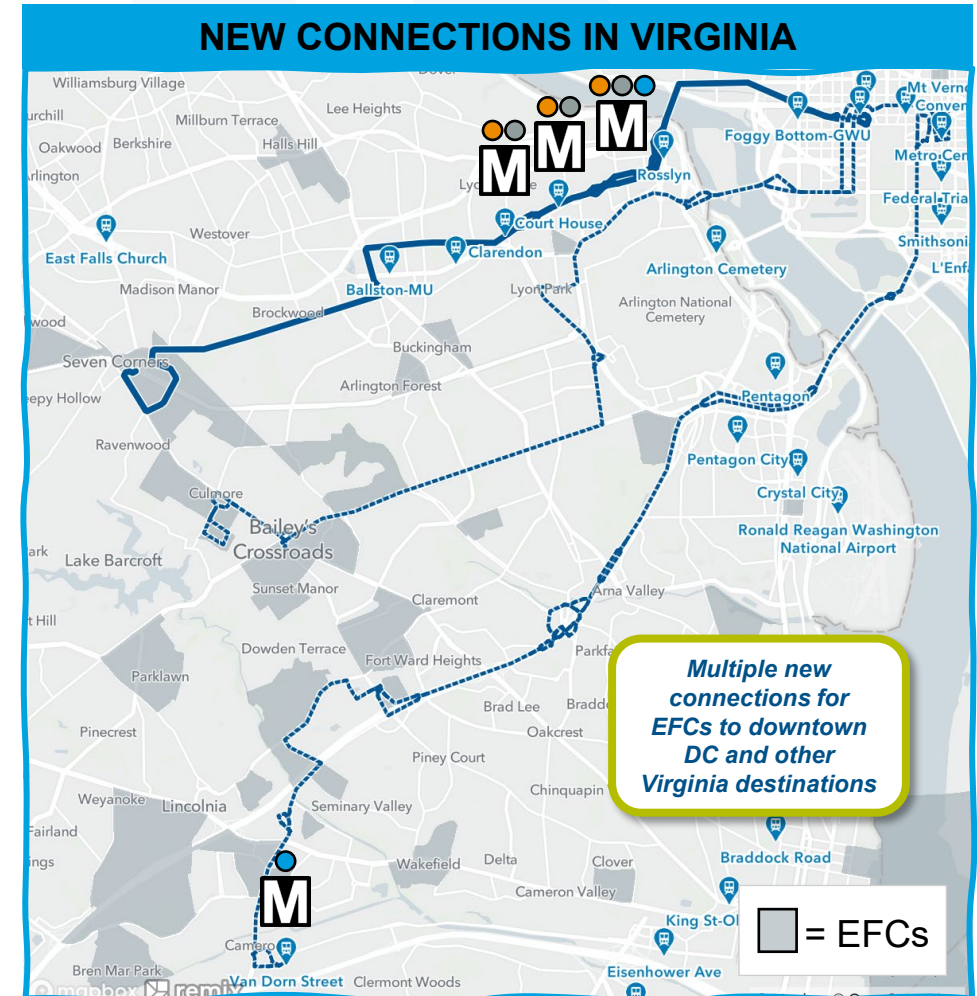
5% more trips made by residents of EFCs will have a convenient transit option – higher than for the region as a whole

An **additional 35k people of color** will have access to a college during the weekday peak



Note: EFCs represent the areas that have the highest concentrations of people of color, low-income households, and/or disabled residents in the region

Washington Metropolitan Area Transit Authority



Prepares Us for the Future

By creating the building blocks for the bus network the region and our customers need



Supports recent and **planned growth in housing and jobs**

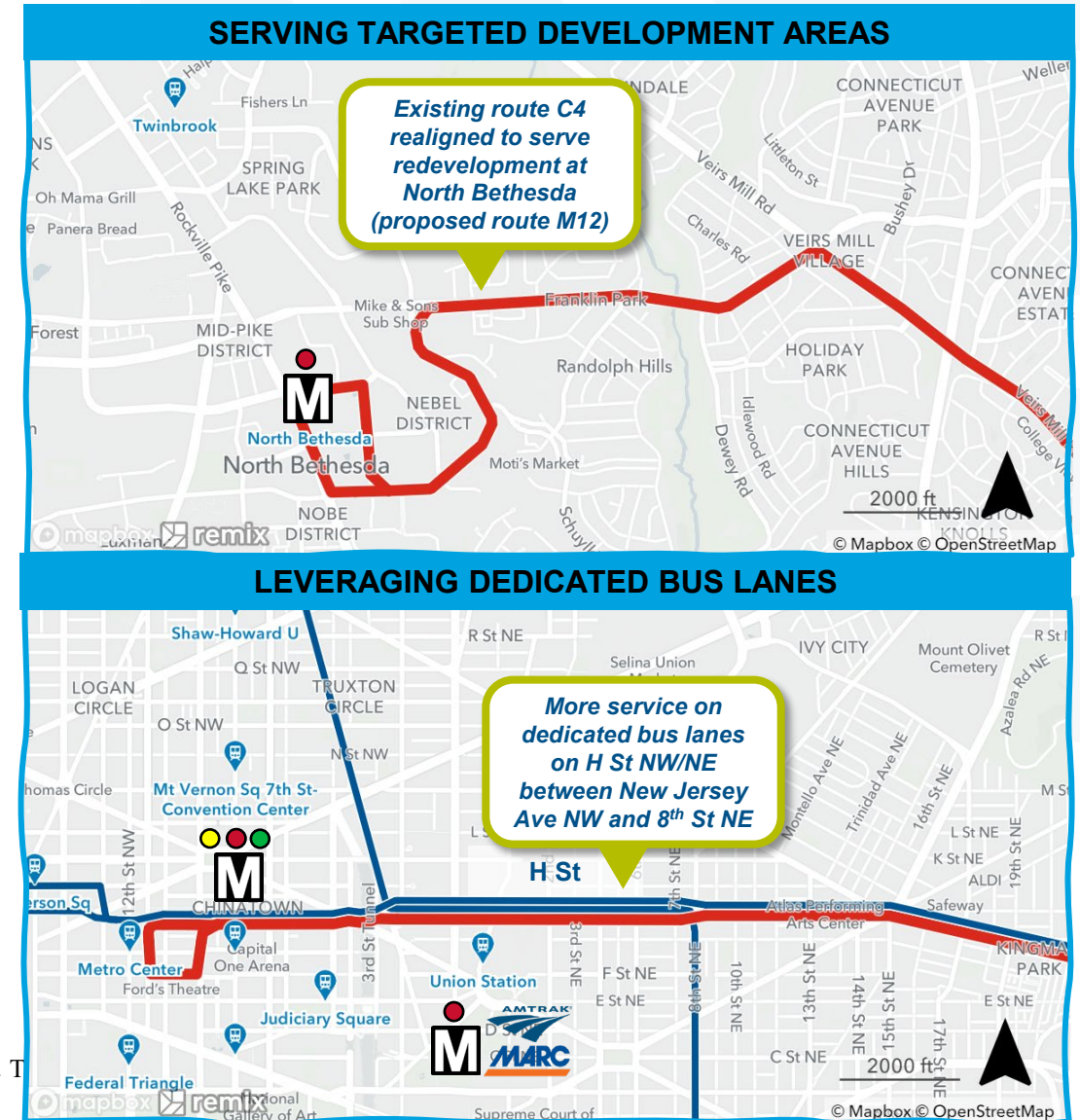
Provides more service on streets with **dedicated bus lanes** to help reduce emissions and limit congestion

Supports network that will complement existing and future high-capacity transit

Service is **scalable to achieve Visionary Network** as additional resources become available



Washington Metropolitan Area T



Makes the Bus More Convenient

By creating more direct, easier to understand, more frequent service

Save existing customers 10,000 hours every weekday



Routes are more direct to save time and avoid confusion

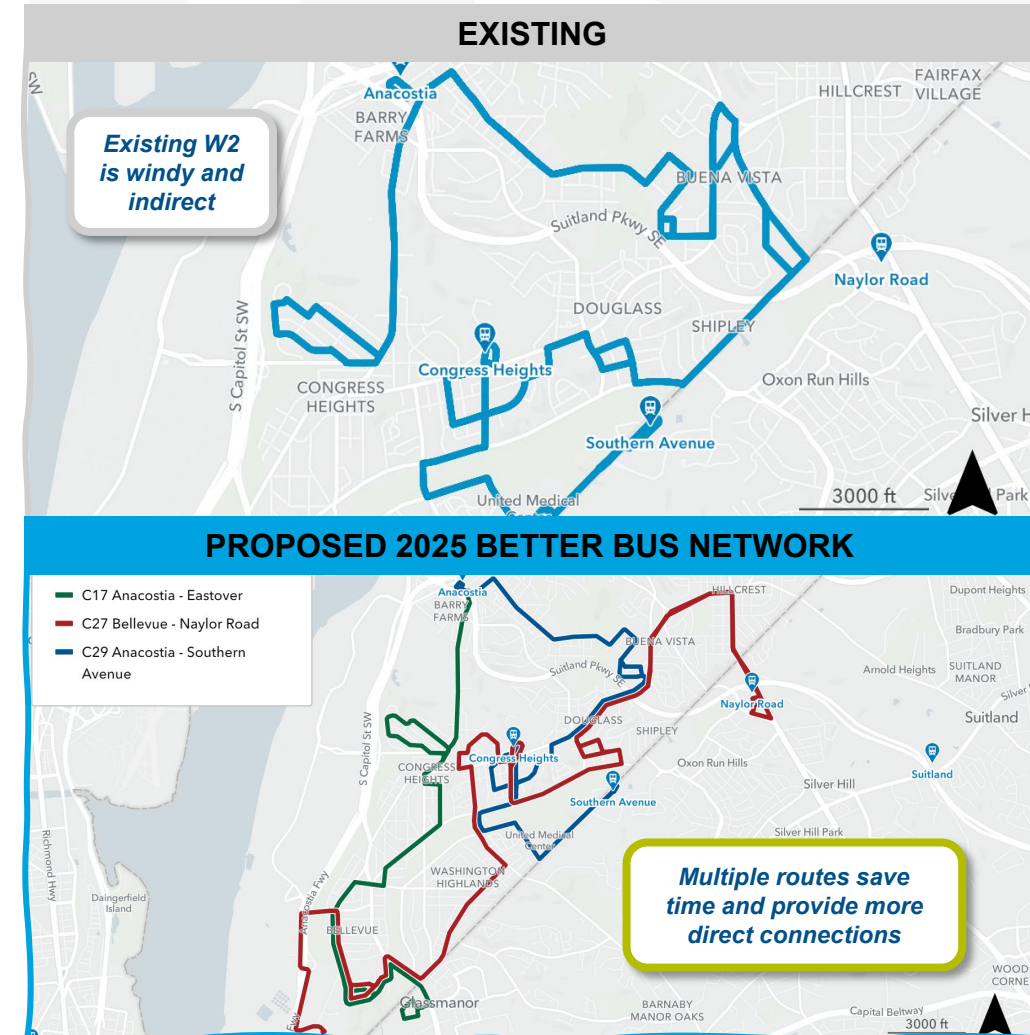
More than 140k people will have access to service that comes at least every 30 minutes midday and weekends, as compared to service that comes less than twice an hour today



4% more trips will be made more convenient to take by transit, with biggest improvements during weekday PM rush and evening



Washington Metropolitan Area Transit Authority



Is More Intuitive and Easier to Understand

By renaming bus routes to make a more consistent and legible system

Approach to New Route Names

- First character =
 - **D** (downtown routes) or **C** (crosstown routes) for DC
 - **M** for Montgomery, **P** for Prince George's
 - **A** for Arlington and Alexandria, and **F** for Fairfax County and Cities of Fairfax and Falls Church
- Second character = a number for route's corridor/neighborhood
- Third character = a number to distinguish it from the other routes or an X for limited stop
- Local providers can also apply this approach

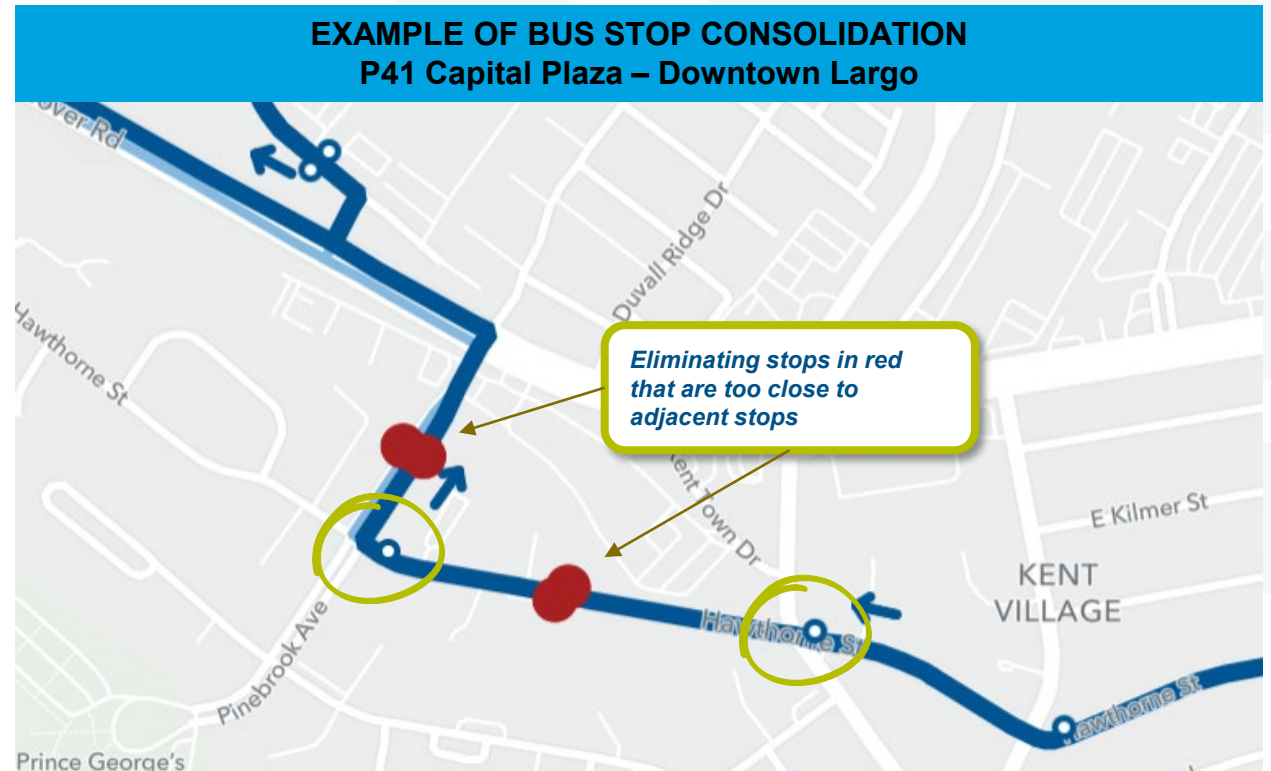


Creates Faster, More Reliable Travel Time

By eliminating some bus stops that are too close together

Eliminate 600+ bus stops (of 9,500 stops Metrobus uses) that:

- Are too close to the next stop, based on Metrobus service guidelines
- Have low ridership (boardings and alightings)
- Do not provide safe pedestrian access (sidewalks and crosswalks)

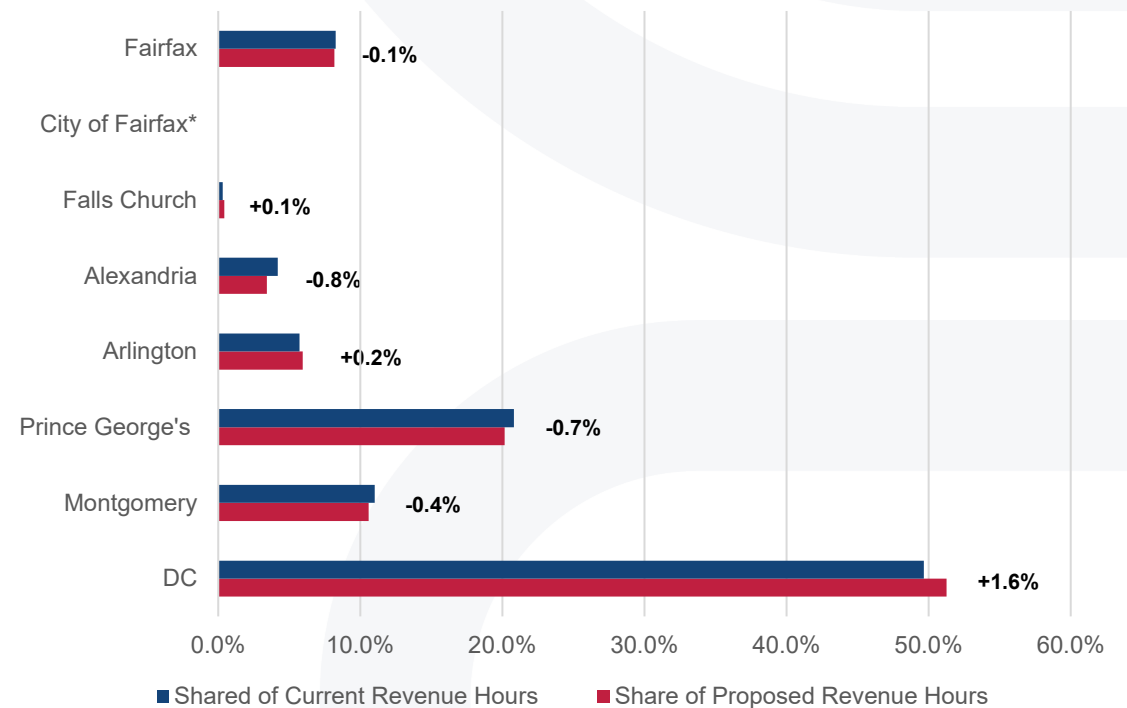


Works within Current Funding and Staffing Resources

And creates a more efficient system, carrying more customers with the same resources

- Maintains Metro's current FY2025 resources of revenue hours
 - Reduces service duplication
 - Leverages connections to Metrorail in the core
 - Carries more customers using the same resources
- Shifts distribution of service hours between/among jurisdictions
- Refining the network, schedules, and blocks to most efficiently provide service
- Allocating costs of the Better Bus Network is dependent on modernizing the subsidy allocation formula

Share of Revenue Hours between Proposed Better Bus and Current Networks



Public and Stakeholder Engagement



Phase 3 Engagement Goals



Increase Awareness
and **Understanding** of
the Proposed Network



Get the Input We Need, with a
Focus on the Proposed Network
and Impacted Audiences



Generate **Support**,
Build **Advocacy**, and
Create **Champions**

*Phase 3 is the opportunity to provide feedback on
the **proposed 2025 Better Bus Network** before implementation*

Multiple Opportunities to Provide Feedback

See betterbus.wmata.com/events for the most current schedule of events



Discovery Days



- One in **each state-level jurisdiction** held mid-late June
- Interactive “**expo**” to **learn** about **proposed network & provide feedback**
- **Separate** Public Hearing room
- **Additional** virtual Public Hearings

Pop-Ups

- Targets high-change areas, high ridership, equity focus communities

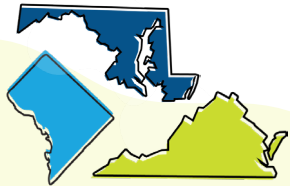
Ride-Alongs

- Focus on **high-change routes** & areas **not reached** by other events



Online Opportunities to Explore the Routes

Discover the proposed 2025 Better Bus Network on the Discovery Hub at wmata.com/betterbus



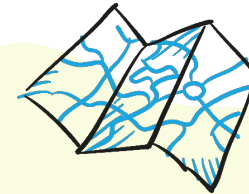
Explore State Maps

Review all routes in the proposed 2025 Network for DC, VA, and MD



Review Route Profiles

Review details for each route in the network



View Neighborhood Profiles

See summaries of proposed changes by geographic area



Learn About New Route Names

Understand how new route names were developed

Online Opportunities to Share Your Input

Discover the proposed 2025 Better Bus Network on the Discovery Hub at wmata.com/betterbus



*Share Your Input on
the Proposed 2025
Better Bus Network*



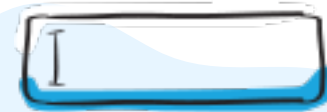
Comment Using An Interactive Map

Leave route-by-route
feedback on an
interactive map



Take a Survey

Tell us what you think
of the proposed 2025
Network



Provide Written Comments

Leave a digital
comment concerning
the network



Upload A Document



Share a document
concerning the
network

Next Stop: Better Bus

- Feedback received from the public and various groups will help us to refine the 2025 Better Bus Network
- Share updated 2025 Network with the Board in fall 2024 for adoption



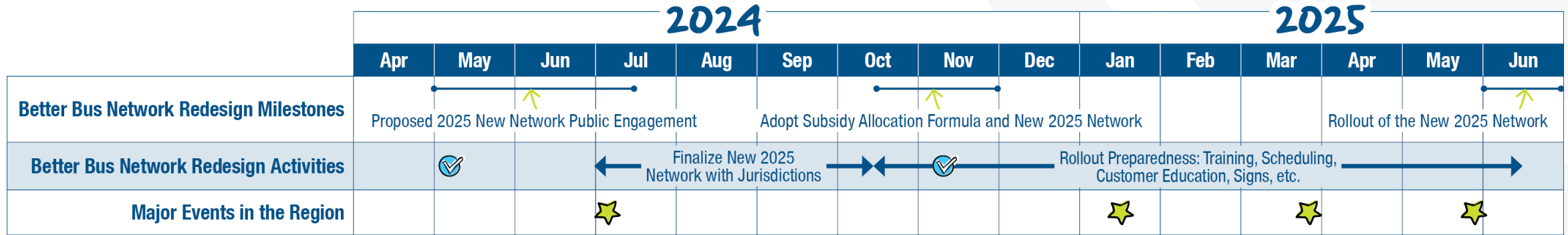
Call to Action

-  Spread the word with the Communications Toolkit.
-  Provide feedback on the network for you and the people you represent.

A large, thick blue hand-drawn circle that frames the text inside.

***Toolkit and
information about the
project available at
wmata.com/betterbus***

Next Steps to Implement the 2025 Better Bus Network



Legend: ✓ Board Meetings ★ External Events: July Fourth, Inauguration, Cherry Blossoms, World Pride

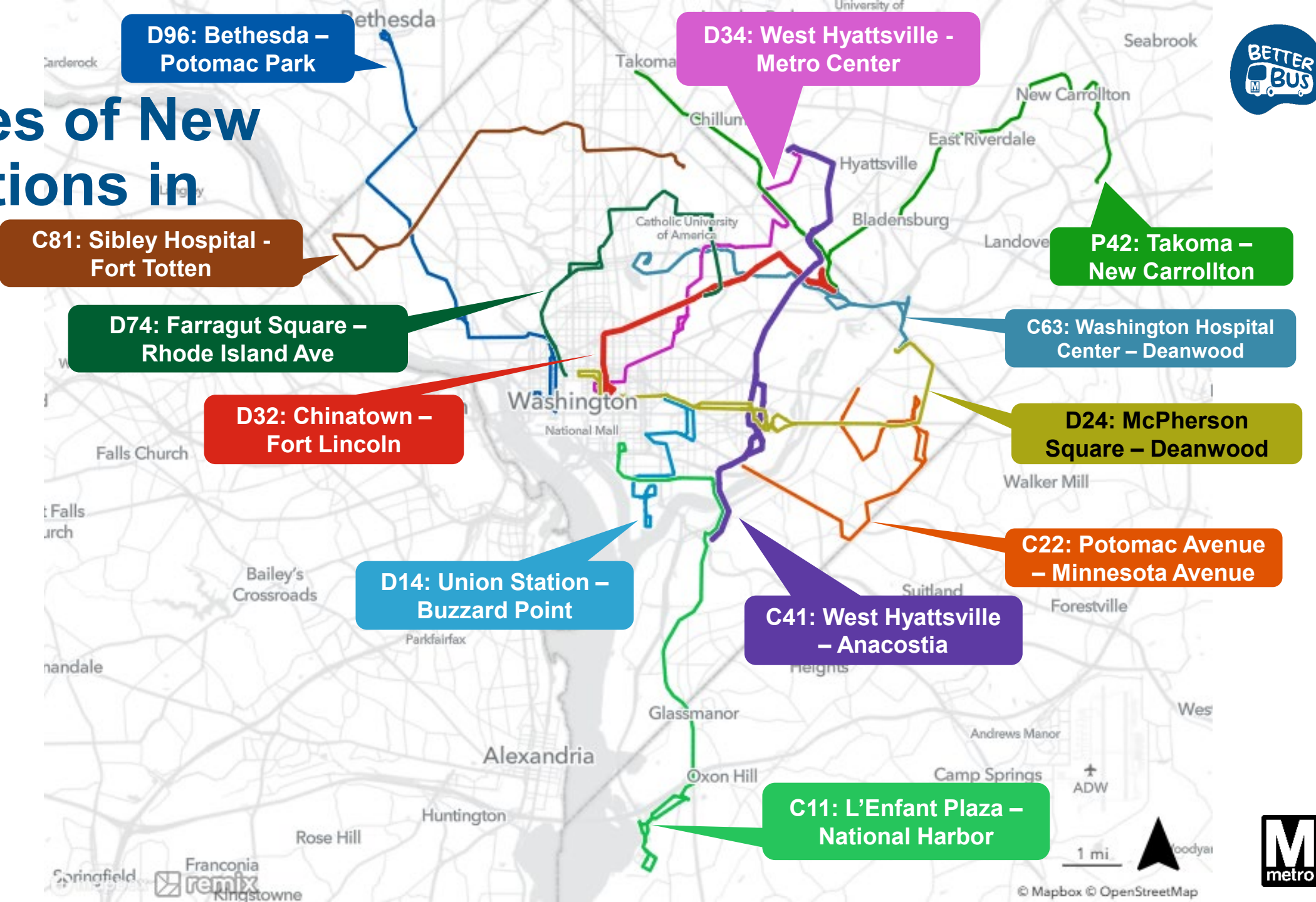
Recommendation

Board approval to conduct Public Hearings for the Proposed 2025 Better Bus Network

Appendix: Notable Highlights of the Proposed 2025 Better Bus Network

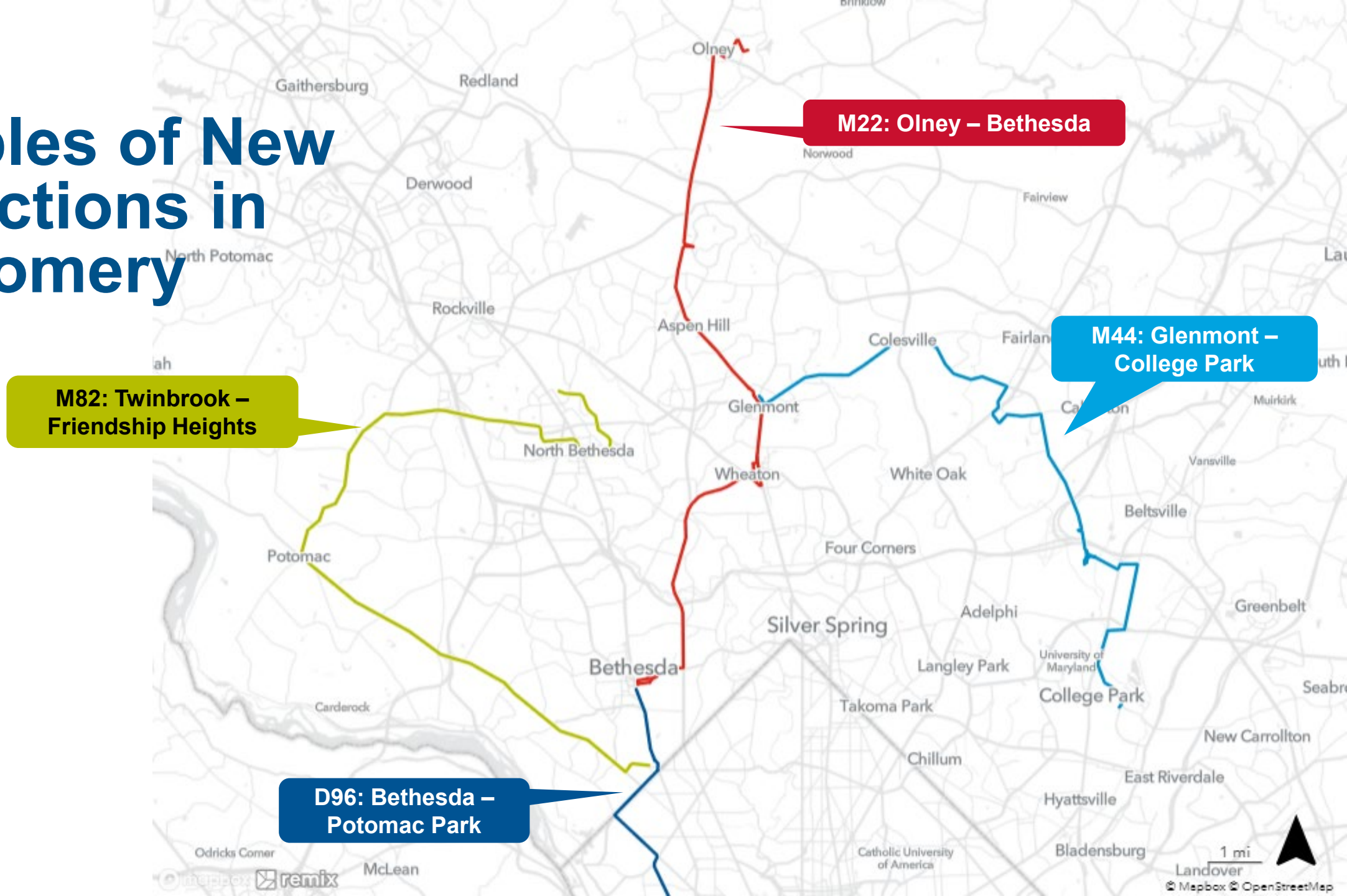


Examples of New Connections in DC





Examples of New Connections in Montgomery



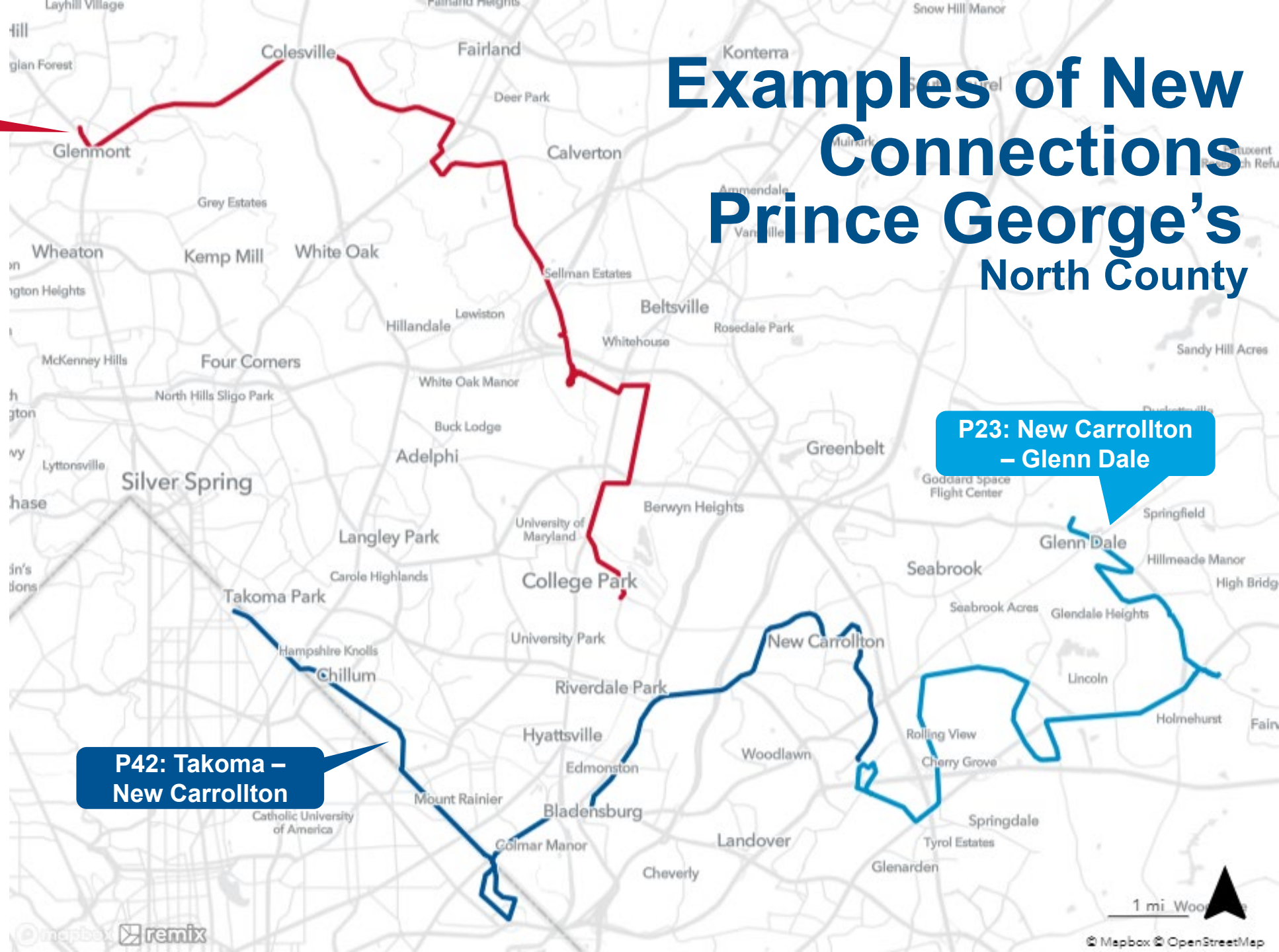


Examples of New Connections Prince George's North County

M44: Glenmont – College Park

P23: New Carrollton – Glenn Dale

P42: Takoma – New Carrollton





Examples of New Connections Prince George's South County

**C11: L'Enfant Plaza –
National Harbor**

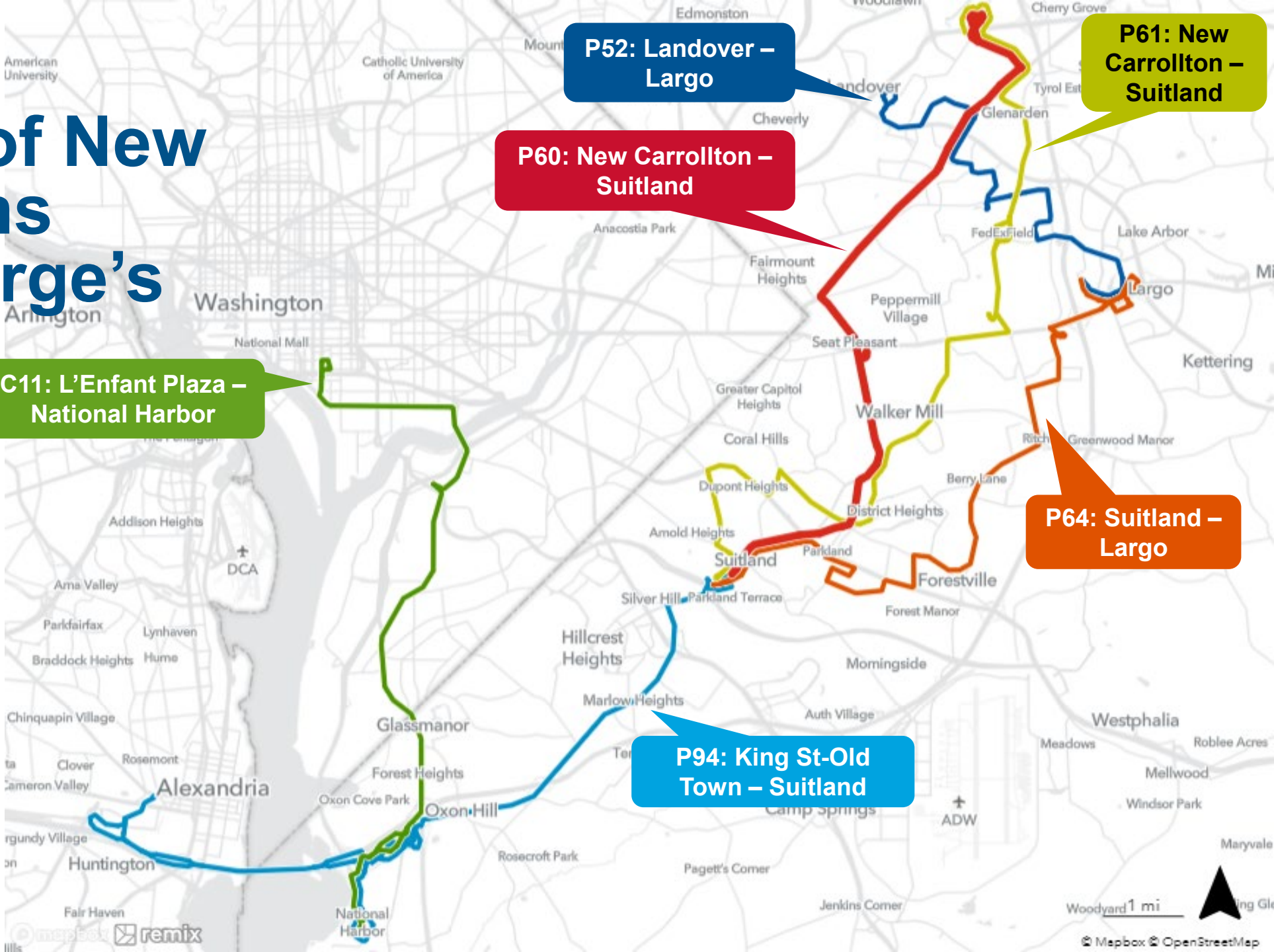
**P60: New Carrollton –
Suitland**

**P52: Landover –
Largo**

**P61: New Carrollton –
Suitland**

**P64: Suitland –
Largo**

**P94: King St-Old
Town – Suitland**





Examples of New Connections in Virginia

F64: GMU – McLean

A70: Tysons Corner Center – Potomac Yard

A58: Seven Corners Transit Center - Farragut Square

F62: Dunn Loring - Rosslyn

F66: Culmore – Pentagon via Shirlington

A29: Van Dorn Street – Metro Center

A71: Ballston – King St

