Why do our customers need Bus Priority?

Average Metrobus speed is **11.9 mph**

Average speed of 10 highest ridership routes is **10.1 mph**

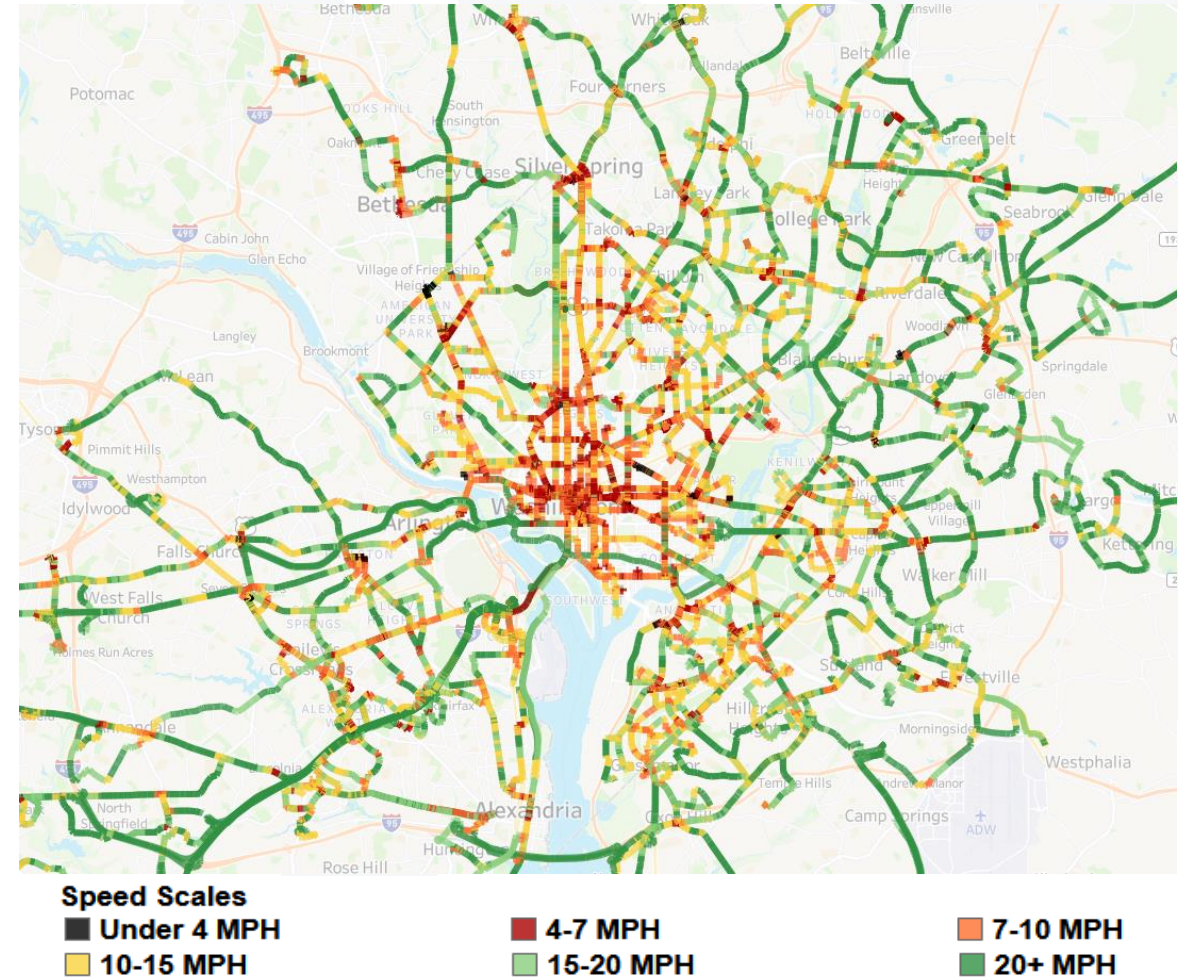Traffic congestion delays costs Metro **$65 million** annually

Slow buses → fewer riders

Faster and more reliable buses advance equity

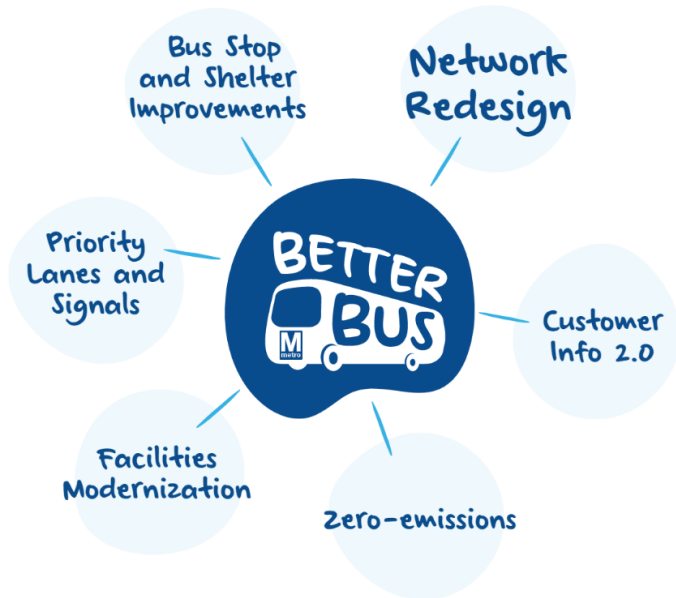**60%** of the region's bus riders are **low-income**

83% identify as **people of color**

58% of Metrobus customers live in **zero-car households**

May 2024 Bus Speeds

Speed Scales
- **Under 4 MPH**
- **4-7 MPH**
- **7-10 MPH**
- **10-15 MPH**
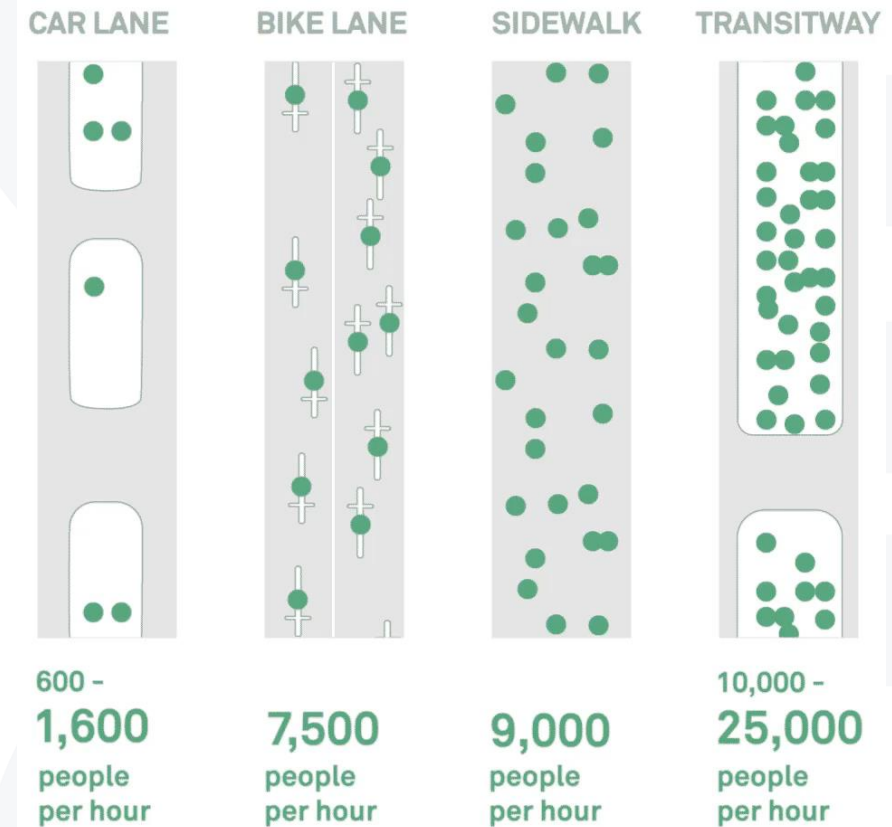- **15-20 MPH**
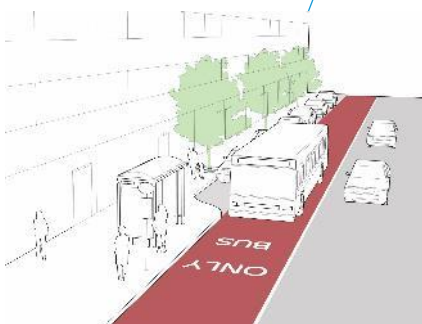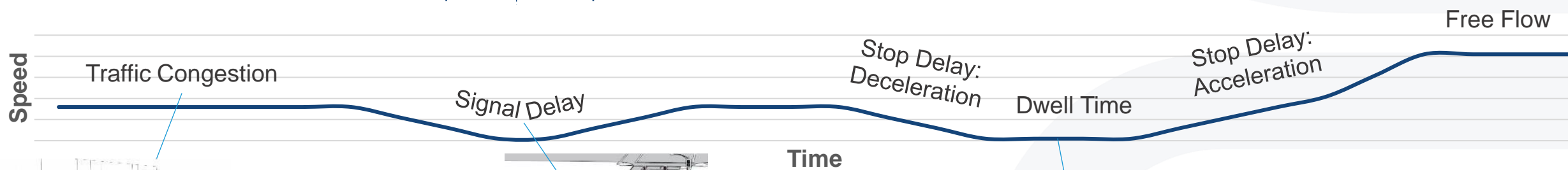- **20+ MPH**

Metro's Bus Priority Program

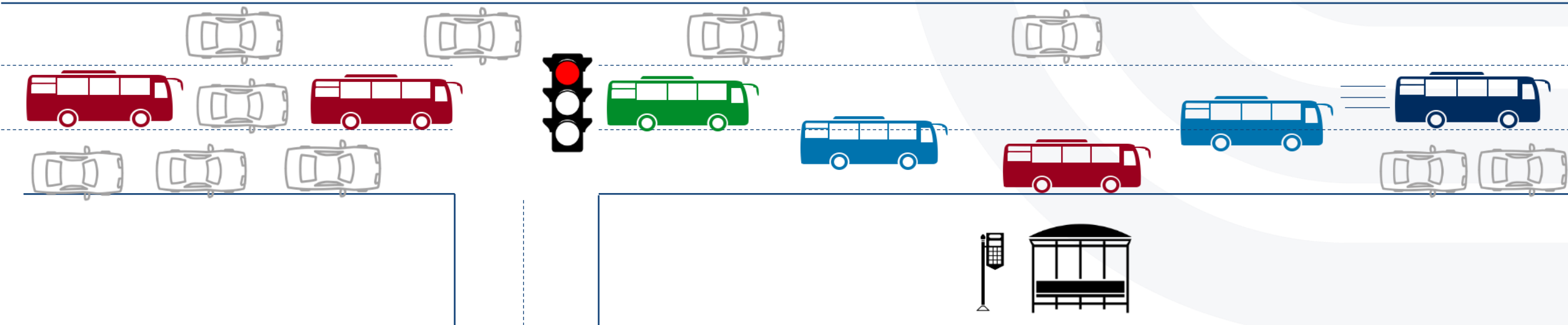One of Metro's initiatives to transform bus into a fast, frequent, reliable, affordable service that feels unified to the customer.

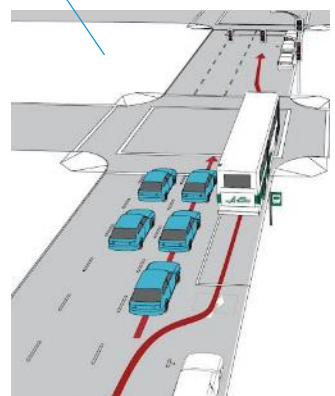Bus Priority focuses on technologies and partnerships that improve **bus speed** and **reliability.**

CAR LANE	BIKE LANE	SIDEWALK	TRANSITWAY
600 – 1,600 people per hour	7,500 people per hour	9,000 people per hour	10,000 – 25,000 people per hour

Priority Treatments Improve Bus Speed and Reliability

Free Flow

Stop Delay: Deceleration

Stop Delay: Acceleration

Traffic Congestion

Signal Delay

Dwell Time

Speed

Time

Dedicated Bus Lanes

Automated Enforcement Program

Transit Signal Priority

Queue Jumps

All-Door Boarding

Bus Islands

Stop Consolidation

4

Bus Lanes in our Region

Legend:
- Highest Ridership Routes
- Existing Bus Lanes
- Future Bus Lanes
- Future Bus Priority (Treatment TBD)
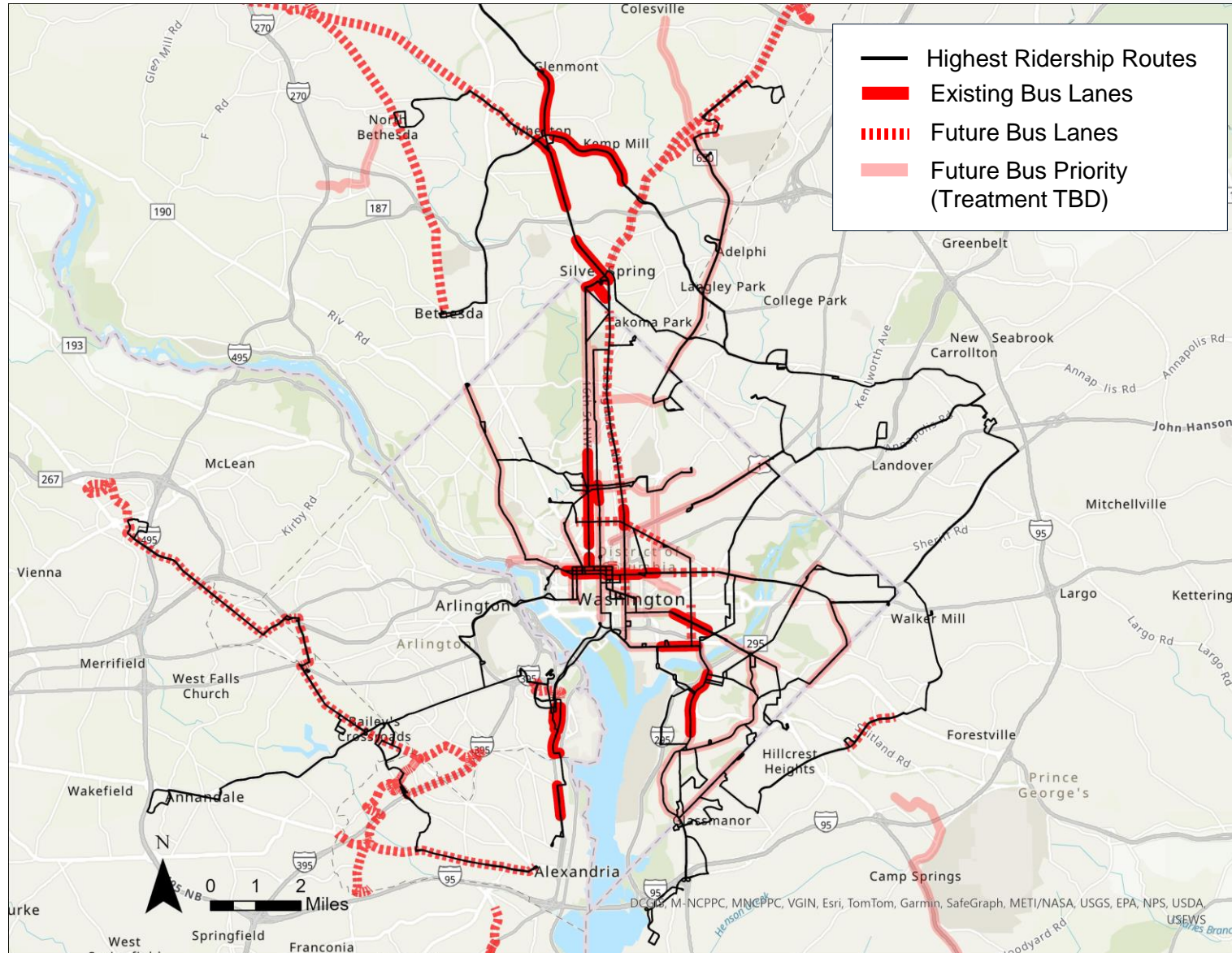
- 29 directional miles of dedicated bus lanes today

- Many more planned bus lanes or bus priority projects

- Opportunity and need for more!

Enforcing Bus Lanes

Dedicated lanes are meant to speed buses up **but** unauthorized vehicles in bus lanes slow them down.

Unauthorized vehicles in bus stops create safety hazards for customers.

Clear Lanes Program

- Joint initiative between Metro and DDOT to discourage illegal parking and stopping in bus lanes and bus stops using camera technology

- Metro captures violations, DC issues tickets

- All collected fines go to DC General Fund, not to Metro

- Bus stop and bus lane enforcement launched in Nov 2023 and Jan 2024, respectively

- Today, 140 buses with cameras capture violations on 31 bus routes covering all 13 miles of DC's bus lanes and 1,400 bus stops (not every bus on a route needs to have cameras on it!)

- Looking ahead: More cameras for additional bus lane corridors in DC and new camera enforcement legislation in Maryland

Improvements since launching Clear Lanes

Between September 2023 and September 2024:

📉 Average weekly bus lane violations **decreased 41%**--there are 2,000 fewer instances of blocked buses a week

📉 Average weekly bus stop violations **decreased 27%**-- there are 3,400 fewer safety hazards each week

📈 Bus speeds have **increased 2% in all bus lanes*** since ticketing began in February 2024

In addition to the increase from the bus lanes alone

November 2023

July 2024

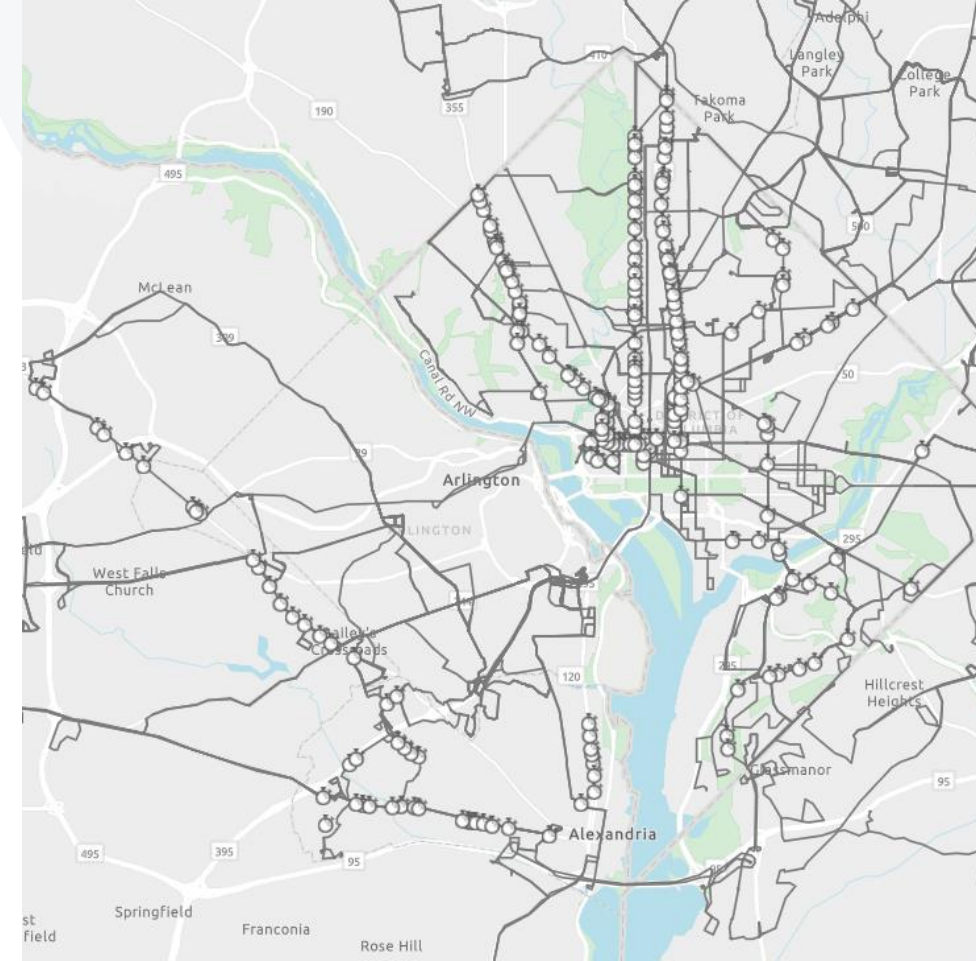M metro

Queue Jumps and Transit Signal Priority

Strong partnerships with local DOTs:

- 40 queue jumps
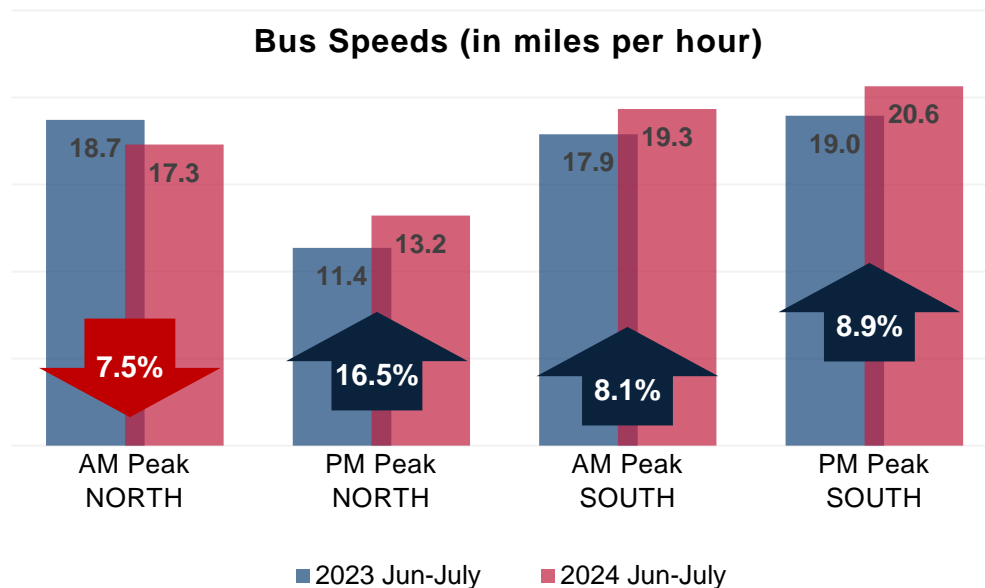
- 250 intersections that are enabled for TSP

Looking ahead:

- Next Gen Cloud-based TSP

- Continue to add queue jumps

Opportunities and Constraints

✓ **Data demonstrates the need for and benefits of bus priority treatments**

Bus Speeds (in miles per hour)

	AM Peak NORTH	PM Peak NORTH	AM Peak SOUTH	PM Peak SOUTH
2023 Jun-July	18.7	11.4	17.9	19.0
2024 Jun-July	17.3	13.2	19.3	20.6
	7.5%	16.5%	8.1%	8.9%

■ 2023 Jun-July   ■ 2024 Jun-July

Metrobus speeds on a corridor with pop-up bus lanes this summer increased as much as 16.5% compared to the same time last year.

- Metro doesn't own street right-of way or traffic infrastructure

- A multitude of local jurisdictional partners with different approaches to implementing bus priority

- Strong partnerships but varying organizational structures and processes within each local jurisdiction require regular engagement and consensus building

Thank you!

Washington Metropolitan
Area Transit Authority