

Metrobus Priority Corridor Network

Summary

The Priority Corridor Network (PCN) Plan will improve bus service, travel speeds, and reliability on 24 regional corridors, which serve half of Metrobus ridership. Improvements include:

- Improved operational strategies such as transit signal priority and exclusive bus lanes
- Increased frequency and span of service
- Improved customer information
- Added MetroExtra, Metro’s limited-stop bus service, routes and buses
- Expanded fare payment options
- Added safety, security and incident response measures
- Enhanced bus stops and facilities

Purpose and Need

The Metrobus system carries about 440,000 riders each day with more than half on the PCN. Buses are frequently caught in heavy street traffic, increasing travel times, degrading reliability, and increasing operating costs just to maintain service levels. Ridership on PCN corridors has increased by eight percent since 2010, straining already-crowded buses on congested streets. A 2009 Metro study found eight frequent service corridors with average afternoon rush hour bus speeds below five miles per hour, a brisk walking pace. Metro will need to add buses to reduce customer wait times and crowding, however Metro’s fleet and bus garage capacity is constrained in locations with the highest demand.

Benefits

- Adds over 100,000 new daily boardings to the regional bus network

Figure 24: Recommended Priority Corridor Network

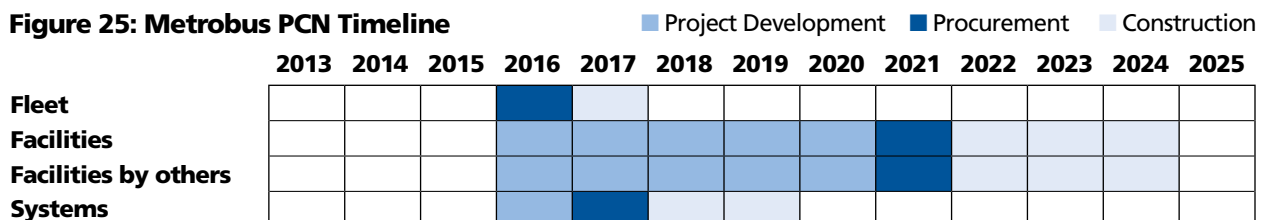


- Saves each passenger an average of 3-4 minutes per trip
- Reduces transit travel times in key corridors by up to 50 percent
- Triples the number of households and more than doubles the number of jobs within a half-mile of a MetroExtra bus stop
- Provides Metrorail line and core system capacity relief and redundancy during rail system disruptions

Considerations

- While Metro operates bus service, local and state jurisdictions own the roadways on which many of the improvements are planned.
- Reserving street space exclusively for buses is often met with firm community resistance. Without a

Figure 25: Metrobus PCN Timeline



strong local partner, the majority of the benefits of PCN will not be realized.

- The region’s 2010 Priority Bus TIGER Grant award provided funding for some transit signal priority, queue jumps and bus lanes projects, but much more progress is needed to achieve the full benefits of the PCN.
- Cost effective operation of the PCN fleet will require expanded garage space to house and maintain new buses. Locations of available or readily-expandable garage space, PCN bus lines and fleet needs for larger or alternative-fuel buses often are not closely aligned, hindering implementation.
- Costs for garage space needed to house and maintain the estimated 172 new PCN buses needed to support the full PCN plan are included in another element of Metro 2025.

- The proposed service improvements alone do provide measurable and meaningful benefits, but their full benefit is not realized until the infrastructure improvements are made.

Status of Ongoing Projects

- Metrobus PCN Plan, approved by the Metro Board of Directors (2008)
- Washington Region Priority Bus TIGER Grant award (\$58.8M) (2010)
- PCN Evaluation Study (2010)
- Metrobus Fleet Plan (2010, 2013)
- 17 of the 24 PCN corridor studies have been completed, with 8 corridor service recommendations implemented and 9 partially implemented

FY2014-2019 Investments

These investments are already included and funded in Metro’s current six-year CIP:

- Purchasing 100 expansion buses
- Adding bus garage capacity
- Implementing improvements on additional corridors
- Evaluating additional corridors for improvements

Total - \$85 million

Note: these planned investments are also enumerated in the Bus Fleet Expansion description

Order of Magnitude Cost Estimate

\$600 million (\$2012)

- \$120 million: buses (\$720K per bus)
- \$120 million: systems including transit signal priority and passenger information
- \$150 million: facilities, including stations, and park and ride lots
- \$210 million: facilities by jurisdictions including exclusive bus lanes and other running way improvements

Table 7: Metrobus Priority Corridor Network: Current Status

Corridor	Metrobus Routes	Study Status	Annual Ridership (M)			Service Implem. Year	Capital Improvement Status	
			FY10	FY11	FY12			
District of Columbia								
1	Georgia Ave / 7th St (DC)	70, 74, 79	Complete	5.4	5.5	5.9	2007	In Development
2	Wisconsin Ave. / Pennsylvania Ave.	31, 32, 34, 36, 37, 39	Complete	5.6	5.8	6.2	2009	In Development
3	Sixteenth St	S1, S2, S4, S9	Complete	5.0	5.4	5.8	2009	In Development
4	H St / Benning Rd	X1, X2, X3, X9	Complete	3.9	4.1	4.7	2011	In Development
5	Anacostia / Congress Heights	A2, 6, 7, 8, 42, 46, 48, A4, 5, 9	Complete	4.4	4.6	4.6	2013	Concept Plan
6	Fourteenth St	52, 53, 54	Complete	4.0	4.3	4.6	2014	Concept Plan
7	U St / Garfield	90, 92, 93	Complete	4.2	3.9	3.8	2015	Concept Plan
8	North Capitol St	80	Under Study	2.1	2.1	2.2	2015	Concept Plan
9	Rhode Island Av (DC)	G8	Planned	1.0	1.0	1.1	2016	Concept Plan
Maryland								
10	University Blvd / East West Hwy	J1, J2, J3, J4	Complete	1.9	2.1	2.2	2003	In Development
11	Southern Ave Metro / Nat Harbor	NH-1	Complete	0.2	0.2	0.2	2008	Concept Plan
12	New Hampshire Ave	K6 / K9	Complete	1.8	1.9	1.9	2013	Concept Plan
13	Georgia Ave (MD)	Y5, Y7, Y8, Y9	Complete	2.2	2.3	2.4	2013	Concept Plan
14	Veirs Mill Rd	Q1, Q2, Q4, Q5, Q6	Complete	2.7	2.7	2.8	2014	In Development
15	East West Hwy (Prince George’s)	F4, F6	Complete	2.1	2.2	2.3	2014	Concept Plan
16	Greenbelt / Twinbrook	C2, C4	Under Study	3.5	3.4	3.6	2015	Concept Plan
17	Rhode Island Ave Metro to Laurel	81, 82, 83, 86, 87, 88, 89, 89M	Planned	1.7	1.6	1.8	2016	In Development
18	Eastover / Addison Rd	P12	Planned	1.7	1.7	1.9	2016	In Development
19	Colesville Rd / Columbia Pike (MD US29)	22, 6, 8, 9, 29, 11, 13	Planned	2.4	2.4	2.6	2016	Concept Plan
Virginia								
20	Richmond Hwy Express (REX)	REX	Complete	1.1	1.0	1.1	2003	Concept Plan
21	Columbia Pike (Pike Ride)	16A, B, D, E, F, J; 16G, H, K, W; 16L, Y	Complete	3.6	3.6	3.7	2004	Concept Plan
22	Crystal City / Potomac Yard	9A, E, S, X	Complete	0.8	0.9	0.9	2014	In Development
23	Leesburg Pike	28A, 28X, 28F, G, T	Complete	1.9	2.0	2.1	2015	In Development
24	Little River Tpke / Duke St	29K, N, 29C, E, G, H, X	Planned	0.9	0.9	0.9	2016	Concept Plan
				64.1	65.6	69.4		