



FY 2015-16 PROJECT DESCRIPTION FORM (9N)

Basic Project Information

Submitting Agency: Washington Metropolitan Area Transit Authority (Metro)

Project Title: Bus Infrastructure Improvements for FY15 and FY16 (9N)

Project Type (check one):

Roadway () Transit (X)

VA State Route Number (if applicable) and NFTA Corridor Number (1-8): 9 - Multiple

Candidate investment corridors in northern Virginia include:

- PCN Corridors:
 - Richmond Highway Line (REX)
 - Columbia Pike Lines (16A,B,D,J & 16G,H & MetroExtra 16X,Y)
 - Leesburg Pike Lines (28A & MetroExtra 28X)
 - Duke Street/Little River Turnpike Line (29K,N)
- Other non-PCN high ridership corridors:
 - Wilson Blvd Line (1A,B,E,F,Z)
 - Washington Blvd.-Dunn Loring Line (2A)
 - Hunting Towers-Pentagon/Ballston Lines (10A,B,E)
 - Lincolnia-North Fairlington Line (7A,E,F,Y)
 - McLean-Crystal City Line (23A,C)

These multi-jurisdictional corridors represent the most heavily traveled, non-rail transit corridors in northern Virginia and are served by Metrobus as well local and suburban bus service.

1. **Project Description:** This project will allow for the implementation of infrastructure improvements to enhance bus service throughout northern Virginia, especially at Metro-owned stops and stations. These investments will work to complete many of the infrastructure elements included in Metro's Priority Corridor Network (PCN) in Virginia and address deficiencies identified through Metro's bus service evaluation process. The proposed corridors encompass northern Virginia's most heavily traveled bus routes, for which bus stop and bus running-way improvements and investments will yield great benefits.

Desired infrastructure improvements per year include:

- Bus stop and accessibility improvements;
- Passenger information systems; and
- ITS improvements including transit signal priority.



2. **Requested NVTA Funds:** FY15: \$5 million; FY16: \$5 million
 3. **Phase(s) of Project Covered by Requested NVTA Funds:** Complete the acquisition and installation of supporting bus infrastructure projects for each year.
 4. **Total Cost to Complete Project:** \$66,400,000. Completing the Metrobus Priority Corridor Network (PCN) is expected to cost \$600 million across all elements of the plan and all jurisdictions, including Maryland and the District of Columbia.
 5. **Project Milestone -Study Phase:** N/A
 6. **Project Milestone -Preliminary Engineering (30% Design):** N/A
 7. **Project Milestones -Final Design:** N/A
 8. **Project Milestones -Right-of-Way:** N/A
 9. **Project Milestone – Construction:** FY 2017
 10. **Project Milestone – Mass Transit Vehicle Acquisition:** N/A
 11. **Is Project in Transaction 2040:**
Yes () No ()
 12. **Project in 2010 CLRP:** N/A
 13. **Project Leverages other Funding:** (please state amount)
 - Local ()
 - State ()
 - Federal ()
 - Other:
- None



Stated Benefits

- **What Regional benefit(s) does this project offer?**

Metro's PCN network covers 750,000 households with 1.8 million residents and 1.6 million jobs. It has 246 line miles of service and capacity to serve an additional 10 million riders per year. Investment in PCN corridors as well as other high ridership corridors will provide benefits to the most riders in the shortest timeframe. It will provide an improved bus experience for new and existing riders by improving frequency, reliability, and quality of bus service. Faster, more comfortable and more convenient service combined with integrated communication and fare payment systems will help build transit markets within these corridors and support local development goals.

Infrastructure investments will also support bus service provided by local jurisdictions and help to lay the groundwork for future high-capacity transit visions of local jurisdictions including the West End Transitway and Duke Street bus rapid transit (BRT).

- **How does the project reduce congestion?**

Overall, full implementation of the PCN is estimated to reduce traffic congestion in the four designated Virginia corridors by about one percent. (See page 16 of PCN Evaluation final report, for which a link is specified below.) Additional benefits include reduced auto emissions that result from reduced Vehicle Miles Traveled (VMT) and lower auto-infrastructure costs in terms of fewer autos and parking spaces.

Improved access to stops, better information, service reliability, and travel speeds in any of the proposed corridors will help attract more riders to transit so that fewer commuters will travel by auto, especially during peak periods. This will result in lower traffic volumes (or reduced rate of traffic growth) and less traffic congestion.

- **How does project increase capacity? (Mass Transit Projects only)**

Increasing the travel speed of buses and improving their overall flow on a route will result in greater throughput of buses. Additionally, improving access to stops and ensuring that riders are able to physically connect safely and directly with bus service will provide greater incentive for "choice" riders to use the bus system and improve the overall experience of bus riders.

- **How does project improve auto and pedestrian safety?**

Increased transit mode share because of the improved speeds will reduce auto travel and VMT. As a general rule, reduced VMT results in fewer crashes so as to provide improved safety. Providing needed physical connections from buses to adjacent sidewalks and intersections will improve safety



How does project improve auto and pedestrian safety? (Cont.)

for pedestrians using mobility devices such as wheelchairs, as well as for the general public by making it easier to get on and off buses at improved stops.

- **List internet links below to any additional information in support of this project:**

Metro's strategic plan can be found at:

<http://www.wmata.com/momentum/index.cfm>

Metro's website for bus corridors studies can be found at:

<http://www.metrobus-studies.com/>

The evaluation of Metro's Priority Corridor Network, by VHB for TPB and Metro, can be found at:

http://www.wmata.com/pdfs/planning/PCN_Eval_final_report.pdf

