

Transit service planning update

Washington Metropolitan Area Transit Authority
Montgomery County DOT/RideON
MDOT/Maryland Transit Administration

BRAC Implementation Committee
October 20, 2009

Overview

- ▶ Transit agencies coordinating efforts to respond to BRAC and other needs
 - ▶ Transit is critical to addressing growth in urbanized area
 - ▶ Strive to assist NNMC realize transit ridership goals
 - ▶ Reduce single occupant vehicle trips to medical center/NIH
 - ▶ Increase percentage of employees commuting by transit

Job growth projections

	<i>Current</i>	<i>2011</i>	<i>2020</i>
Navy	8,000	10,200	n/a
NIH	18,600	n/a	22,000
Bethesda/Chevy Chase	88,016	n/a	96,624
Countywide	500,000	n/a	590,000

Montgomery county Planning Department
April 2009 (7.2 Cooperative Forecast)

	NNMC	WRAMC
Drove Alone	72%	81%
Carpool	9%	8%
Vanpool	5%	
Metrorail	10%	3%
Commuter Rail	1%	
Bus	0.2%	1%
Dropped Off	2%	0%
Walk/Bike	0.4%	2%
Other	1%	5%
Total	100%	100%

Source: Employee surveys 2007 (NNMC) and 2002 (WRAMC).

NNMC Transportation Management Plan

▶ Goals

- ▶ Increase workers arriving by transit from 11% to 30%
- ▶ Increase carpool/vanpool from 13.5% to 24%
- ▶ Reduce trips thru telework, alternative work hours/schedules

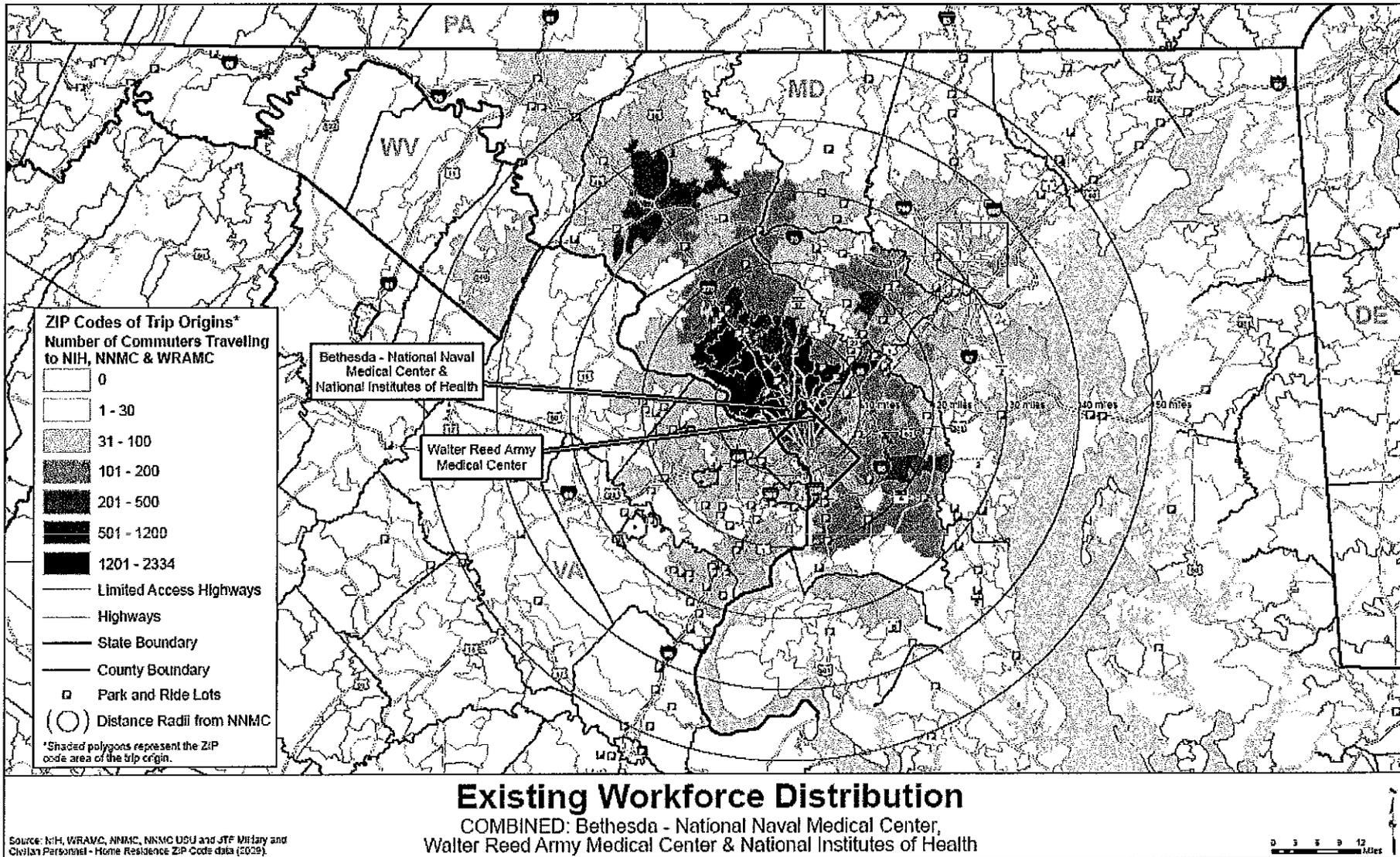
▶ Implementation efforts include

- ▶ Constrain parking
- ▶ Market transit services, transit benefits, promote van pool, car pool, telework, alternative work hours/schedules
 - Guaranteed Ride Home, Commuter Connections

▶ Monitoring/reporting

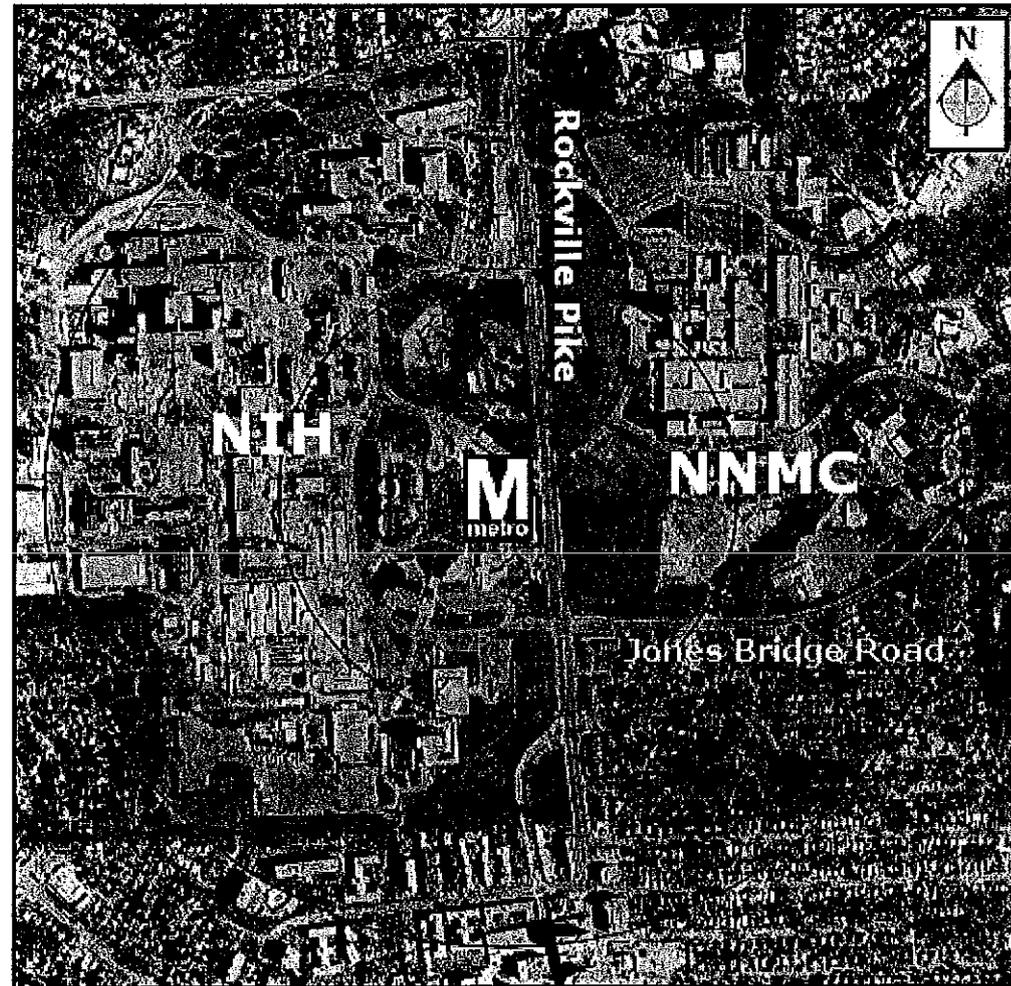
- ▶ “State of the Union”

Workforce distribution

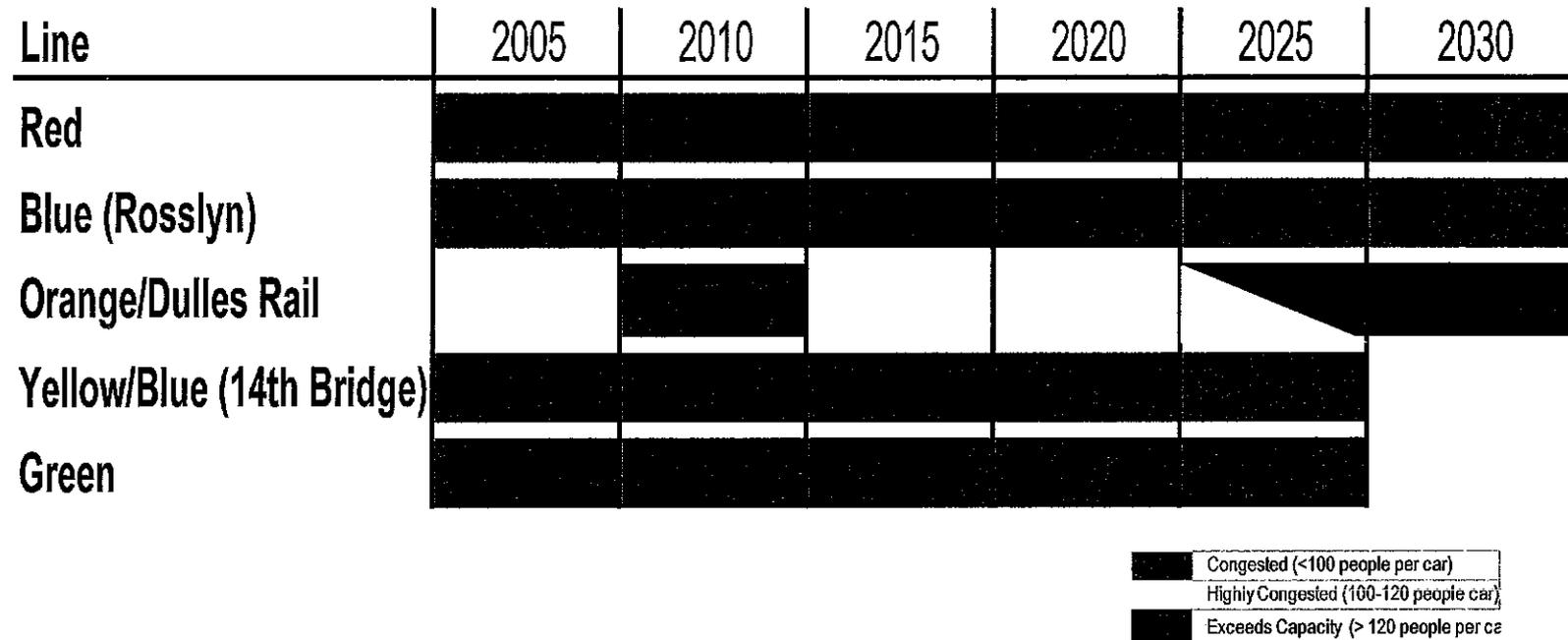


Existing service: Metrorail

- About 90% of existing NNMC ridership
- Walking distance to campus
- High level of service
 - 5 AM to midnight weekdays
 - 2.5 minute peak headways
- Navy employee shuttle
- Connections to Metrobus, RideOn, MARC, Commuter Bus



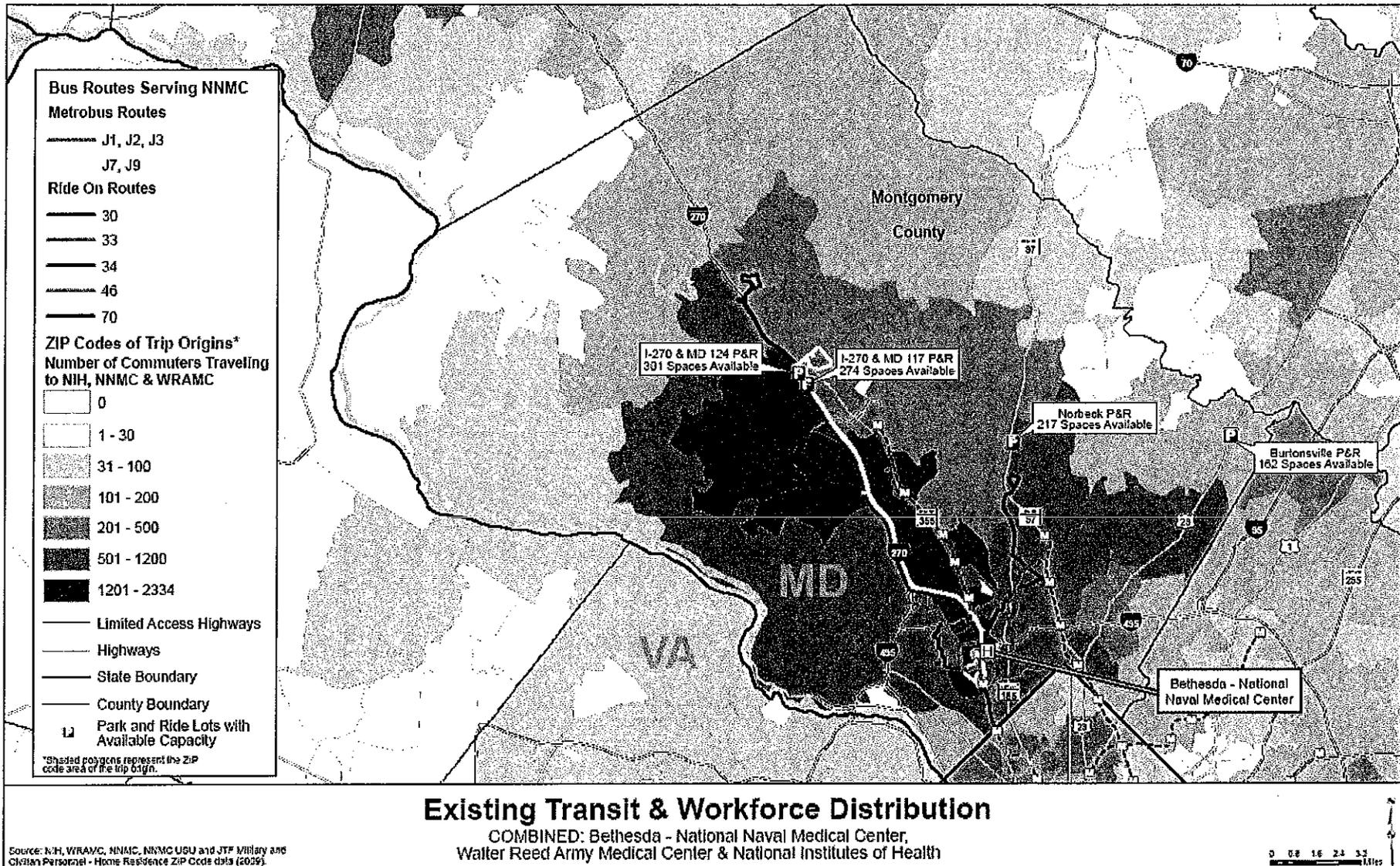
Rail System Capacity at Max Loads



- Red Line has capacity to accommodate future ridership growth
 - Currently, trains run every 2.5 minutes between Grosvenor and Silver Spring in the peak periods
 - Around 2010, Metro will implement 50% 8-car trains
 - Beyond 2020, Metro proposes to operate Red Line at 2.5-minute frequency between Shady Grove and Glenmont with 100% 8-car trains



Direct Bus Services and Workforce Distribution



Route	Service area	frequency	AM peak trips to Medical C.	Available capacity
30	Bethesda, Huntingdon, Pooks Hill, Medical Center	30 min	7	120-135
33	Bethesda, Medical Center, Kensington, Glenmont	30 min.	8	90-100
34	Friendship Heights, Bethesda, Medical Center, Wheaton, Aspen Hill	15 min.	14	90-100
46	Medical Center, MD 355, Grosvenor, White Flint, Twinbrook, Rockville, Montgomery College	10 min.	10	210-225
J 1	Silver Spring, East-West Hwy, Jones Bridge Rd, Medical Center, Old Georgetown Rd, Mont. Mall	20 min.	10 (6 am-9 am)	50 (peak hour)
J 2/3	Silver Spring, East-West Hwy, Bethesda, Old Georgetown Rd, Montgomery Mall	8 min.	18 (6 am-9 am)	100 (peak hour)
J 9	Express- Lakeforest Transit Center, Rt. 124 P&R, Medical Center, Bethesda	15 min.	10 (6 am-9 am)	25-30 (peak hour)

Park & Ride Capacity

▶ **I-270-800+ available spaces**

- ▶ Milestone-50 available spaces
- ▶ MD I 24 P&R-300 available spaces-J9 service
- ▶ Lakeforest P&R-I 60 available spaces-J9 service
- ▶ MD I 17 P&R-300 available spaces-currently without bus service

▶ **US 29-470+ available spaces**

- ▶ Burtonsville-I 60 available spaces
- ▶ Greencastle-I 40 available spaces
- ▶ Briggs Chaney-80 available spaces
- ▶ Tech Rd-90 available spaces

Washington area bus service planning

- ▶ Collaboration between operators
- ▶ Monitor ridership
- ▶ Adjustments for overcrowding
 - ▶ Larger buses
 - ▶ Redistribution of resources (added trips, headway adjustments)
 - ▶ Coordination of WMATA/local services
 - ▶ Consideration of service enhancements (routes, headways, span of service)

Challenges

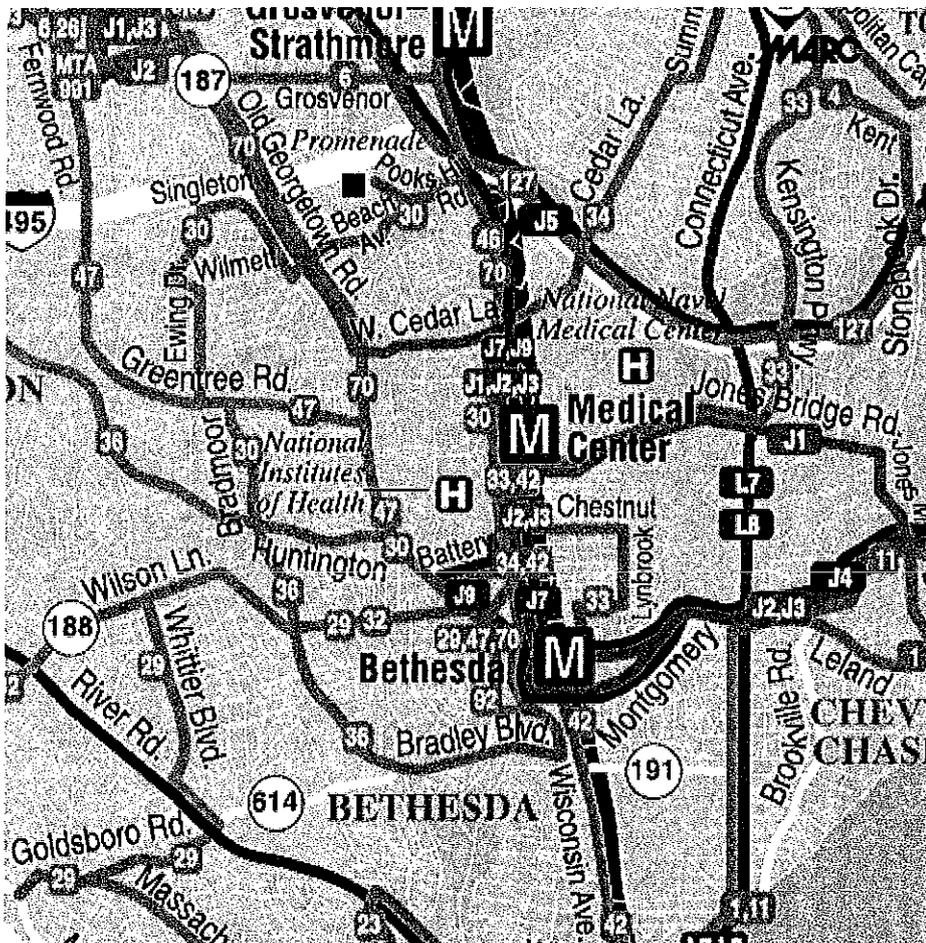
- ▶ Capacity constraints
 - ▶ WMATA – no buses designated for expansions
 - ▶ RideON – no garage capacity to expand fleet until 2013/2014
- ▶ Operating resources
 - ▶ WMATA has projected \$106 million shortfall for FY11
 - ▶ Backlog of routine bus service adjustments – maintaining schedule reliability, overcrowding
 - ▶ State and local funding challenges

WMATA BRAC Studies

- ▶ **Medical Center Station Access Improvement Study**
 - ▶ Evaluated station capacity and access conditions and developed alternative improvements for pedestrian access to NNMC
 - ▶ Completed in July 2009

- ▶ **WMATA BRAC Transit Impact Study**
 - ▶ **Purpose:**
 - ▶ Provide a comprehensive assessment of transit needs as a result of major BRAC growth in the region and develop conceptual plans for transit service improvements
 - ▶ **Progress:**
 - ▶ Conducted 4 coordination meetings with jurisdictions
 - ▶ Completed reports on bus service improvements
 - ▶ Currently develop order-of-magnitude cost estimates

WMATA BRAC Study Findings



Metrorail Red Line

MARC Brunswick Line via Rockville Metro

Metrobus Routes

J1/J2/J3: Bethesda- Silver Spring Line

J9: I-270 Express

Ride On Bus Routes

30: Bethesda-Medical Center

33: Glenmont-Bethesda via
Medical Center

34: Aspen Hill-Friendship Heights

46: Rockville-MD355-Medical
Center

70: Germantown-Bethesda Express

MTA Commuter Bus Route

991: Washington/Frederick to Shady
Grove Metro and Rock Spring in
Bethesda

WMATA BRAC Study Findings

- ▶ NNMC is well served by transit - bus and rail
- ▶ Metrorail could potentially attract majority of new transit trips, as it will be easier for WRAMC employees and visitors to take Metro to NNMC
- ▶ Actual NNMC transit mode share after the completion of BRAC could be higher than the TMP target (30%), in consideration of parking constraints at NNMC and available transit services

WMATA BRAC Transit Study

Conceptual Improvements

- ▶ Local Community
 - ▶ Ride On provides good coverage in local communities
 - ▶ Route 30 could consider completing the loop between Bethesda and Medical Center, if demand and travel pattern warrant

- ▶ I-270 Corridor
 - ▶ MARC Brunswick Line: Consider a number of midday/early afternoon trips and expand P&R
 - ▶ Route 70 and J9 via I-270: Add off-peak trips in the midday and late evening up to 9pm
 - ▶ ICC service proposal for Phase I opening in 2010
 - ▶ Rt. 201 and Rt. 202 connecting to Shady Grove Metro

WMATA BRAC Transit Study

Conceptual Improvements

- ▶ Silver Spring
 - ▶ Short term: evaluate service on J1/J2/J3 to add peak trips via Jones Bridge Road
 - ▶ Mid-term: Purple Line from Bethesda to New Carrollton

- ▶ Columbia/U.S. 29 Corridor
 - ▶ Evaluate a new route with peak directional service: Burtonsville P&R - Medical Center via Rt. 29, I-495 and Jones Bridge Road.
 - ▶ ICC service proposal (Phase II opening in 2012)
 - ▶ MTA Route 203 with peak directional service: Columbia Mall/Burtonsville-Medical Ctr via ICC and Rockville Pike

WMATA BRAC Transit Study

Conceptual Improvements

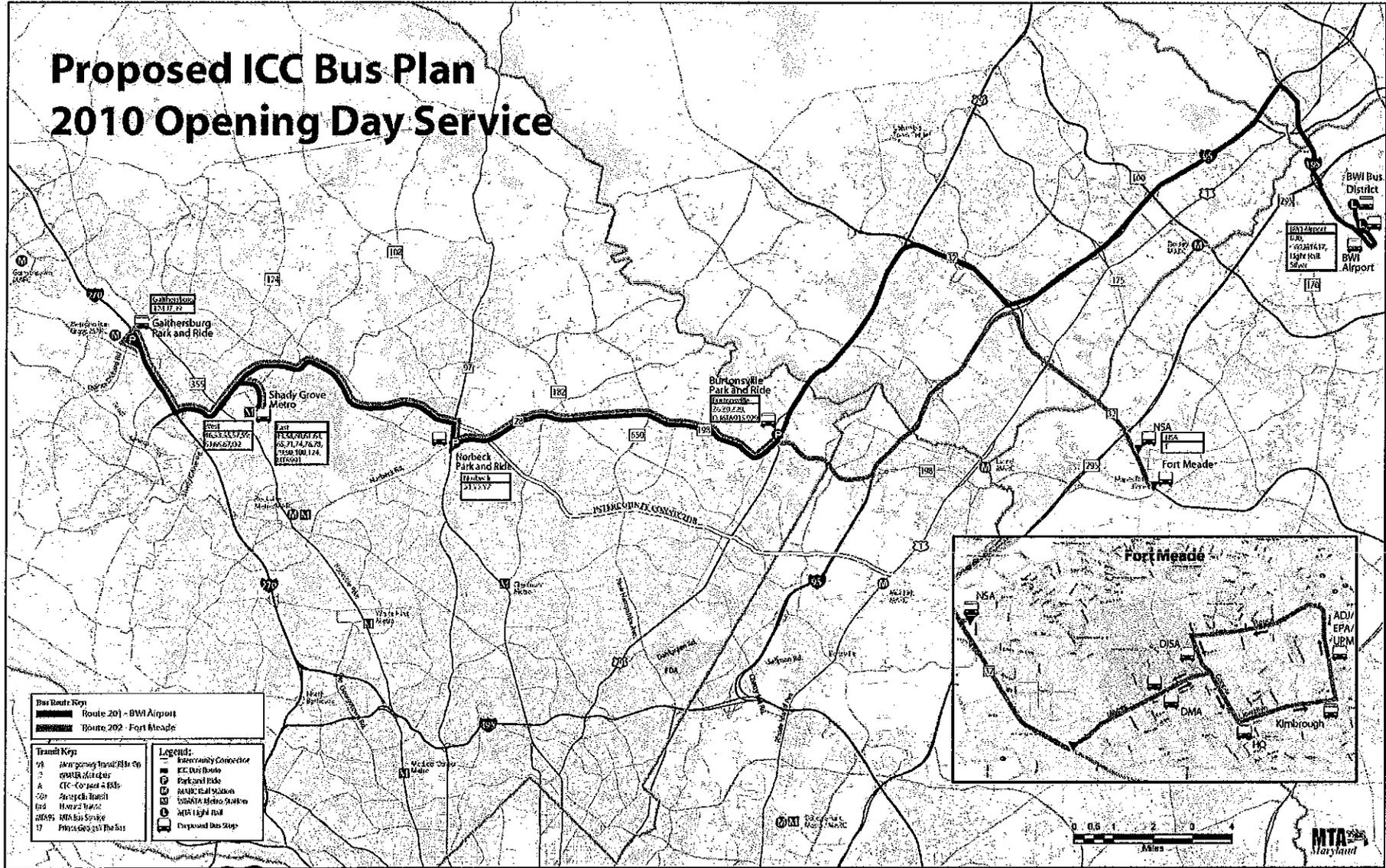
▶ Greenbelt

- ▶ Evaluate a new Greenbelt express route with 2-directional peak service: Greenbelt - Medical Center via I-495
- ▶ Mid-term: Purple Line from Bethesda to New Carrollton

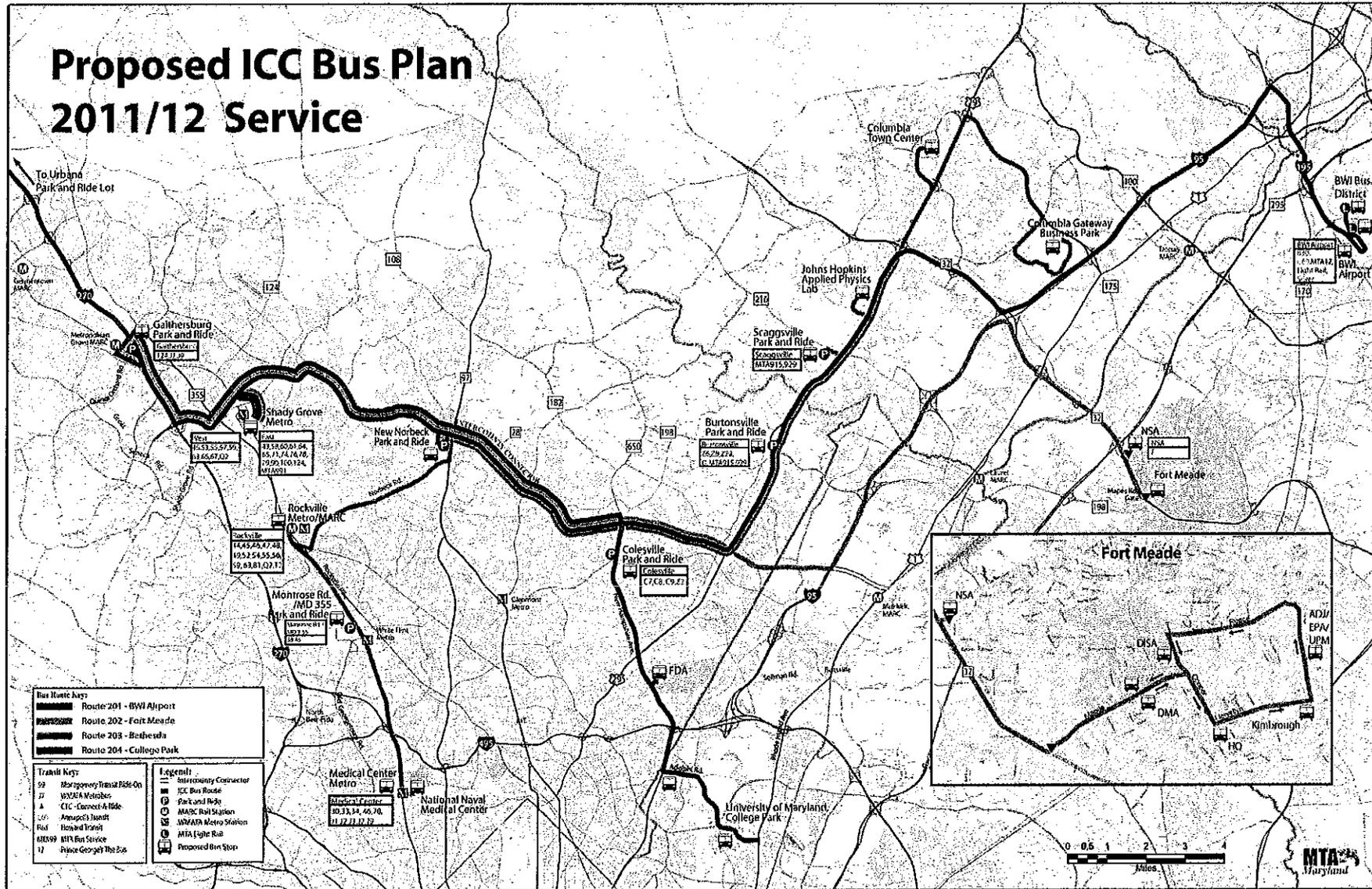
Maryland Commuter Bus

- ▶ Express bus service: Longer distances, limited stop
- ▶ Service planning underway for the InterCounty Connector
 - ▶ Markets: activity centers, transit links, BRAC
 - ▶ Conceptual phases under consideration:
 - ▶ Phase I: opening day for first 7 mile stretch (2010)
 - ▶ Phase II completion of ICC (2011)

Proposed ICC Bus Plan 2010 Opening Day Service



Proposed ICC Bus Plan 2011/12 Service



Conclusions

- ▶ **Medical Center/NIH is well served by transit**
 - ▶ Significant rail, bus and park & ride capacity available to grow transit ridership
- ▶ **Marketing of existing services critical**

Next Steps

- ▶ Navy: market services, report progress in “State of the Union”
- ▶ Transit agencies
 - ▶ Continued support of TMP transit goals
 - ▶ Monitor ridership, adjustments of service as necessary & as funding becomes available
 - ▶ Improve transit environment with sidewalks, shelters, and associated services
 - ▶ MTA: public hearings on ICC routes