



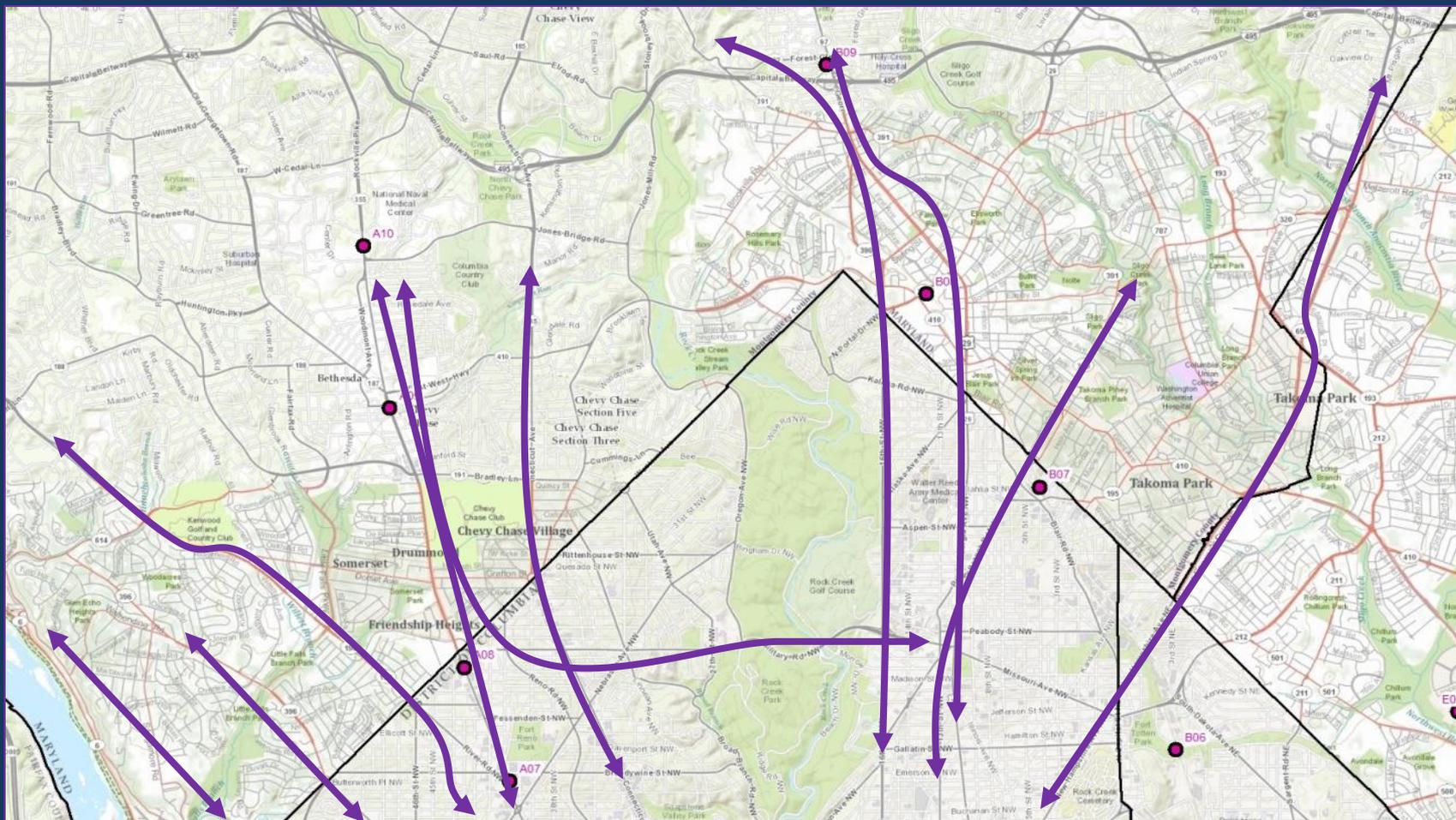
# Washington Metropolitan Area Transit Authority



## Improving Bus Connections Between Montgomery County, MD and Washington, DC



# Bus Service Between Montgomery County and DC: Before Metrorail

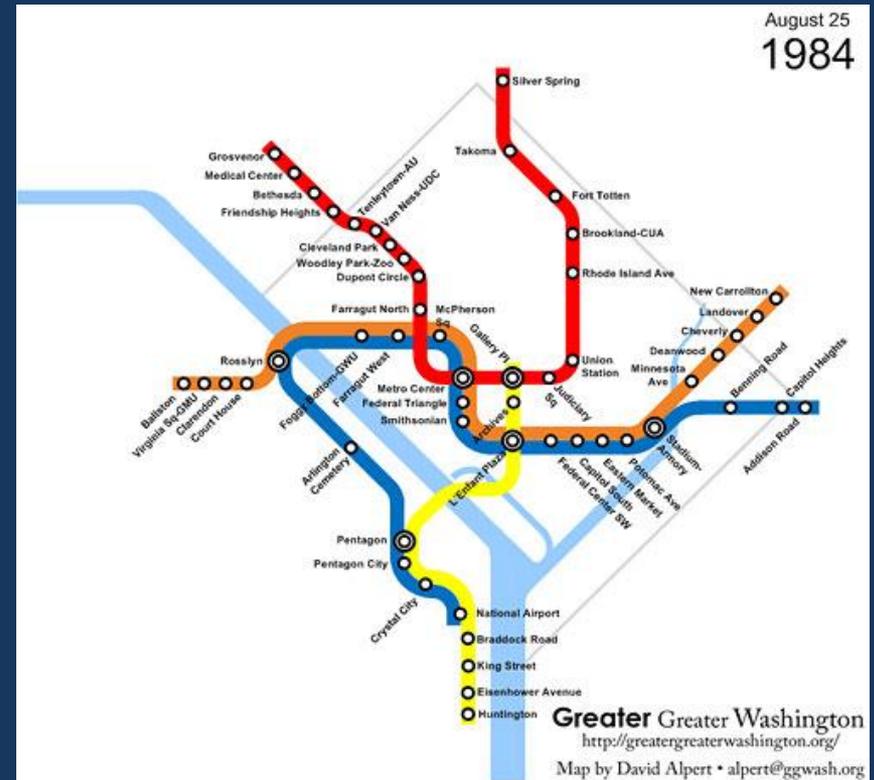


Towards downtown DC



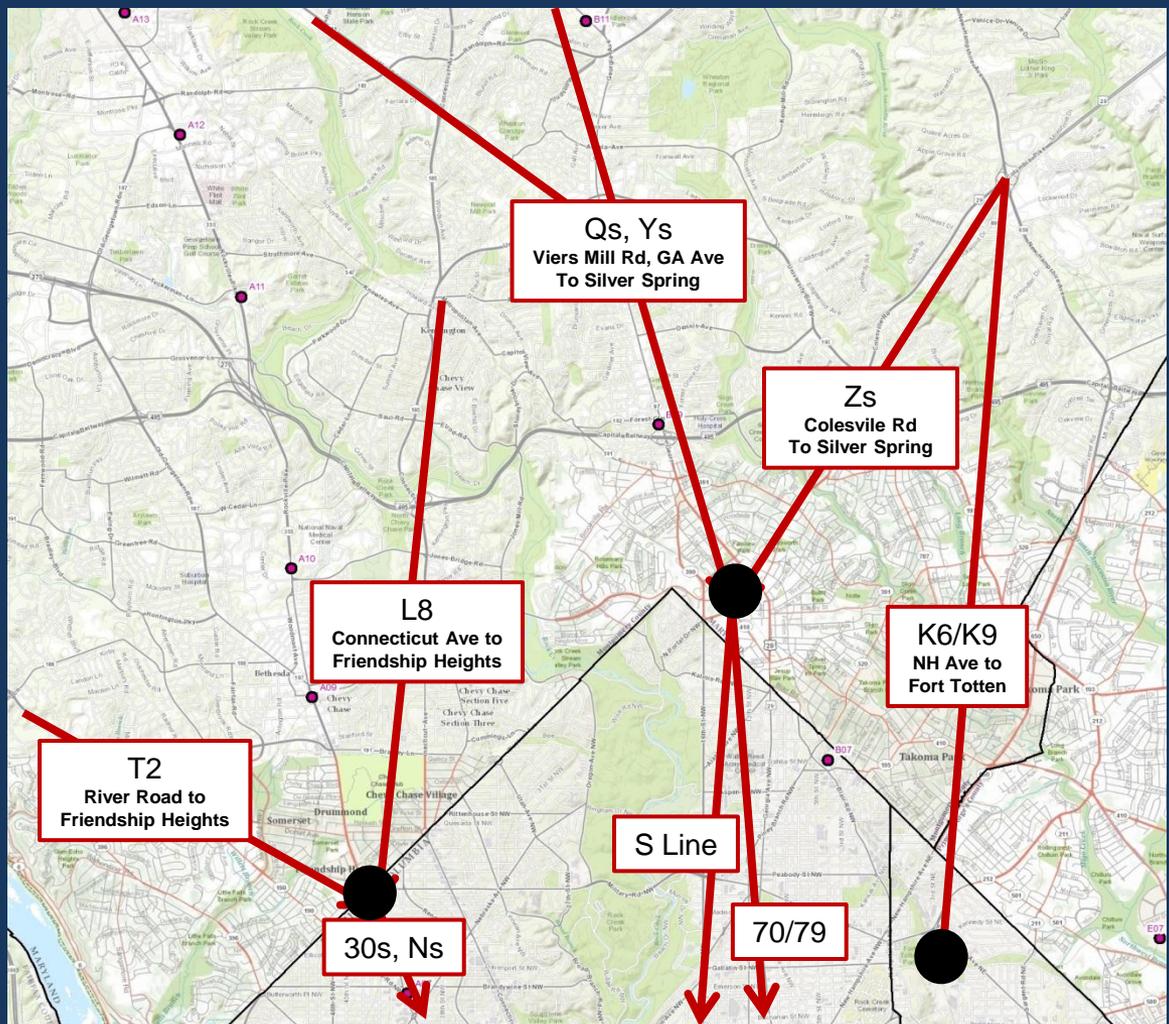
# Arrival of Metrorail

- 1977: WMATA Board sets a policy of turning back bus routes at Metrorail stations
- 1978: Red Line opens from Rhode Island Avenue and Silver Spring
- 1984: Red Line opens from Van Ness to Grosvenor
- Most service between Montgomery County and DC terminated at Metrorail stations:
  - Silver Spring
  - Friendship Heights
  - Takoma
  - Fort Totten
- N7 - Montgomery Mall to Federal Triangle via Mass Ave ends December 2003
- D5 - Last direct bus service between Montgomery County and Downtown DC





# Current Metrobus Corridors Between Montgomery County and DC



Line	Ridership
K6/9	7,800
L8	2,600
Q1/2/4/5/6	9,300
T2	1,800
Y7/9	8,100
Z2/6/8/9/11/13/29	8,900

## Other routes serving MC and DC

- D5: Somerset, Georgetown, Farragut
- E6: Knollwood, Chevy Chase, Friendship Heights
- K2: Takoma, Eastern Ave, Ft. Totten
- M4: Chevy Chase, Tenelytown, AU, Sibley
- All < 1000 daily riders



# Improving Bus Connections

## What could we achieve?

- Simplify travel patterns to create better connections between communities and activity centers
- Create new connections to support growth and changes in travel patterns
- Reduce travel time between communities by expanding single-seat ride options
- Fulfill County and City transportation policy objectives

## How could we achieve it?

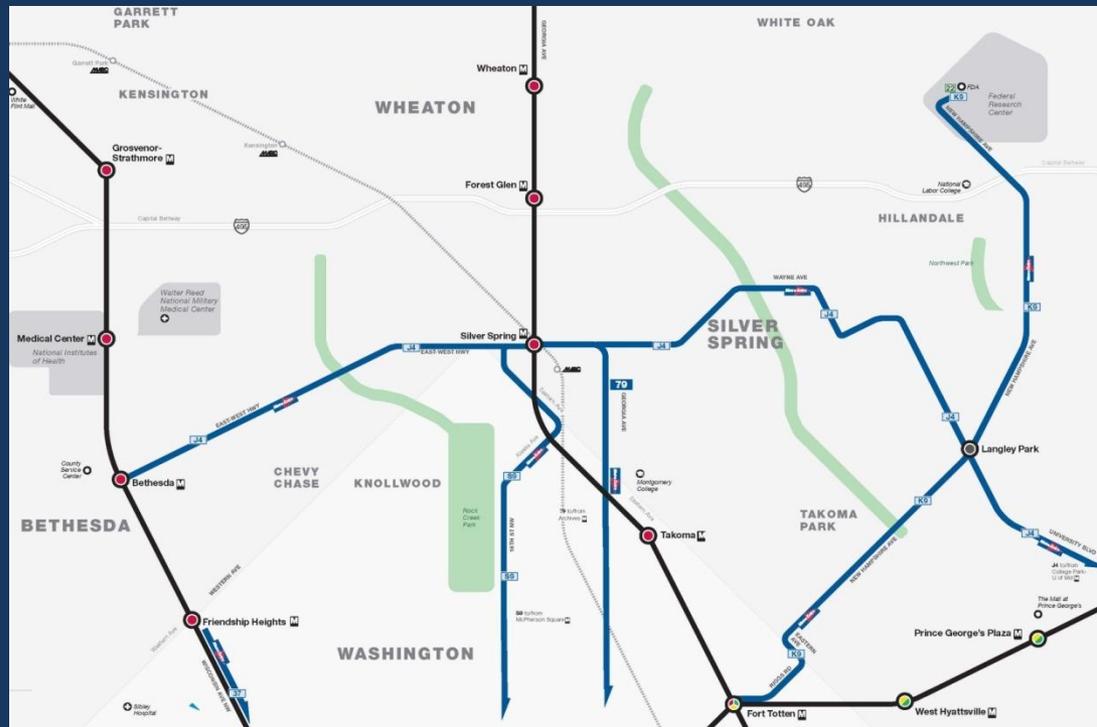
- Extend existing PCN/MetroExtra routes
- Extend and/or reroute existing local routes
- Fill in missing Metrobus connections to improve regional access
- Eliminate service gaps to improve regional mobility





# MetroExtra Routes

## Existing MetroExtra routes in Montgomery County and northern DC



- 37: Friendship Heights to Archives
- 79: Silver Spring to Archives
- J4: Bethesda to College Park
- K9: FDA to Fort Totten
- S9: Silver Spring to McPherson Sq.



# MetroExtra Extensions: S9, 79, K9

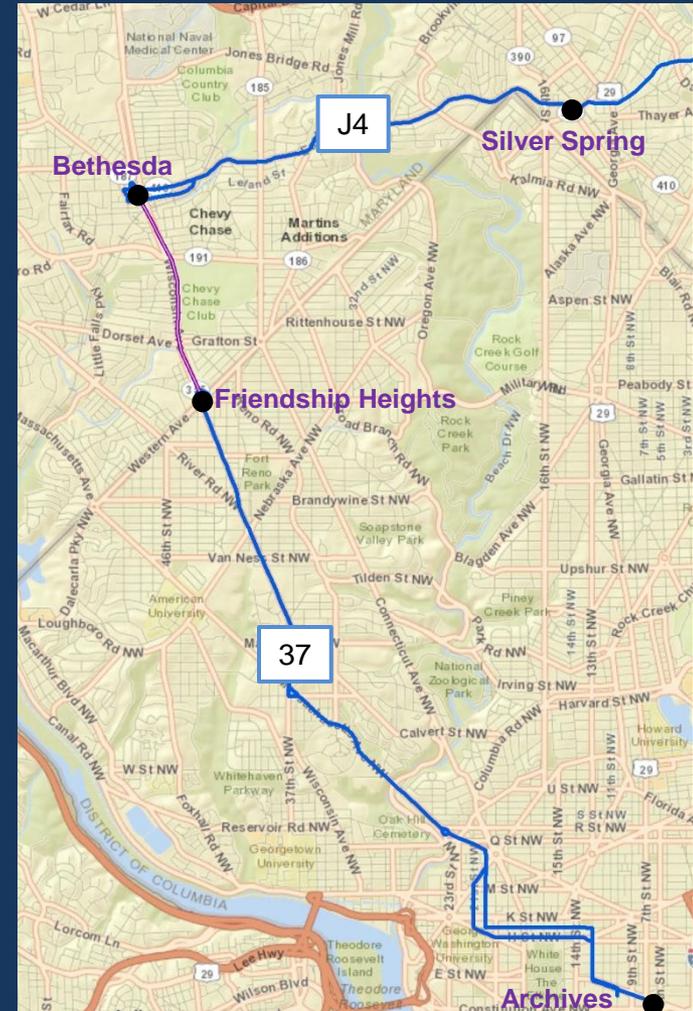
- Options:
  - Georgia Avenue to Wheaton
  - Colesville Road to White Oak
  - North Capitol St. to Union Station
- Benefits:
  - Reduced transfers at Silver Spring
  - One-seat ride to downtown DC
  - Cost advantage for riders over rail
  - Some potential operational efficiencies gained over separate MetroExtra services (Y9, Z9, 80x)
- Challenges:
  - Current overcrowding on routes 79 and S9
  - Traffic congestion and impact on service reliability





# MetroExtra Extensions: 37, J4

- Wisconsin Ave from Bethesda to Friendship Hts
- Benefits:
  - One-seat ride to downtown DC from Bethesda (37)
  - Potential reverse commute opportunities if Route 37 is converted to two-way operation
  - Fills Metrobus service gap
  - Provides missing connection between Silver Spring and Friendship Heights (J4)
  - Connects MetroExtra route network
- Challenges:
  - Market potential
  - Increase non-revenue costs for Route 37
  - Capacity constraints on Route 37
  - Traffic congestion and impact on service reliability





# Viability of MetroExtra Extensions

- Market Potential
  - Undetermined for any of the possible extensions
  - Greatest potential is likely S9 or 79 north of Silver Spring
- Operation and Service Reliability
  - Requires commitment and execution of bus priority treatments on roadways to:
    - Improve bus travel times
    - Reduce unpredictable traffic-related delays
  - Requires funding for operations and capital expenses (additional buses)
- Regional Investment in Metrorail
  - Should we be encouraging use of the Metrorail system instead of providing single-seat bus rides to downtown DC?



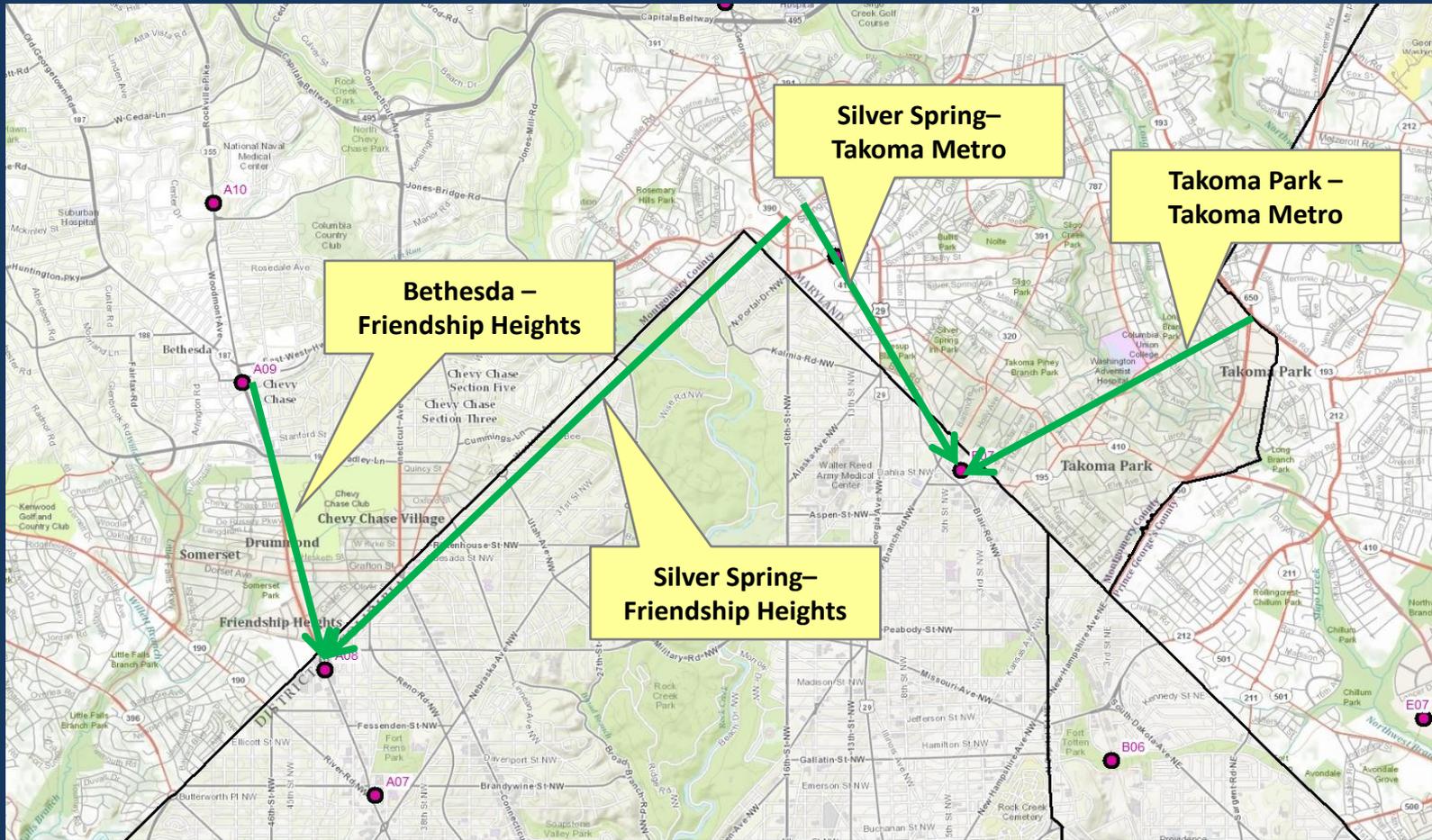
Route 79 example travel patterns



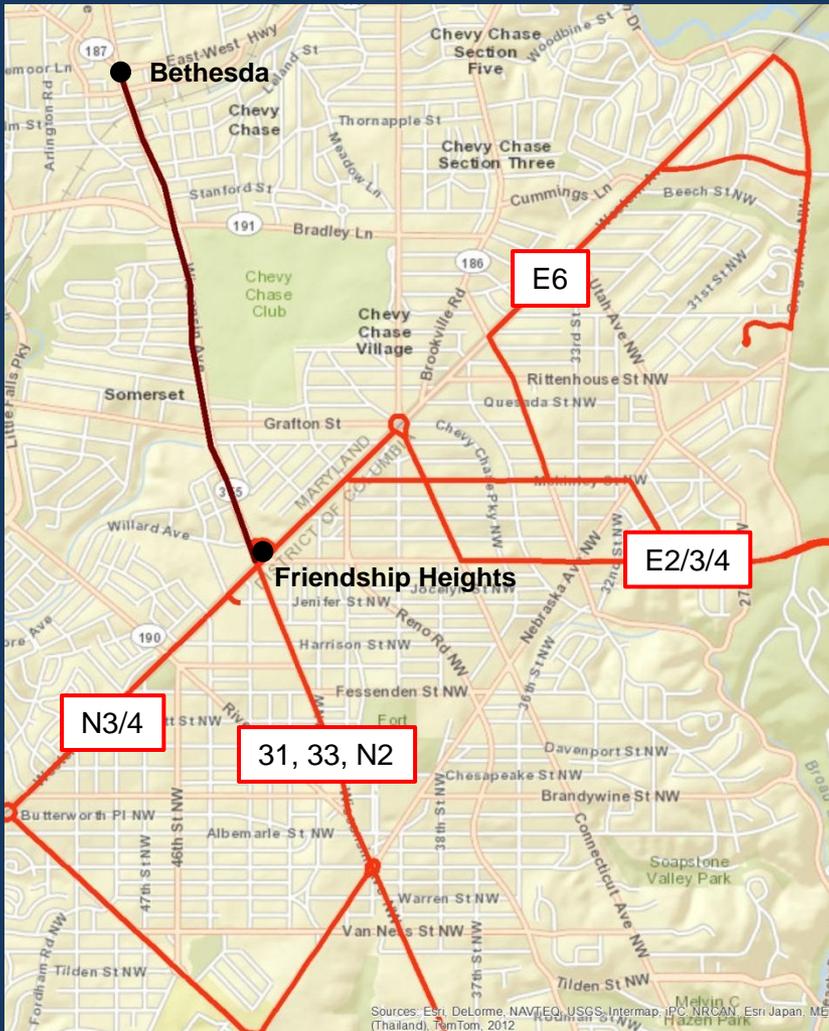
Route S Line example travel patterns



# RideOn Only Corridors



# Bethesda – Friendship Heights



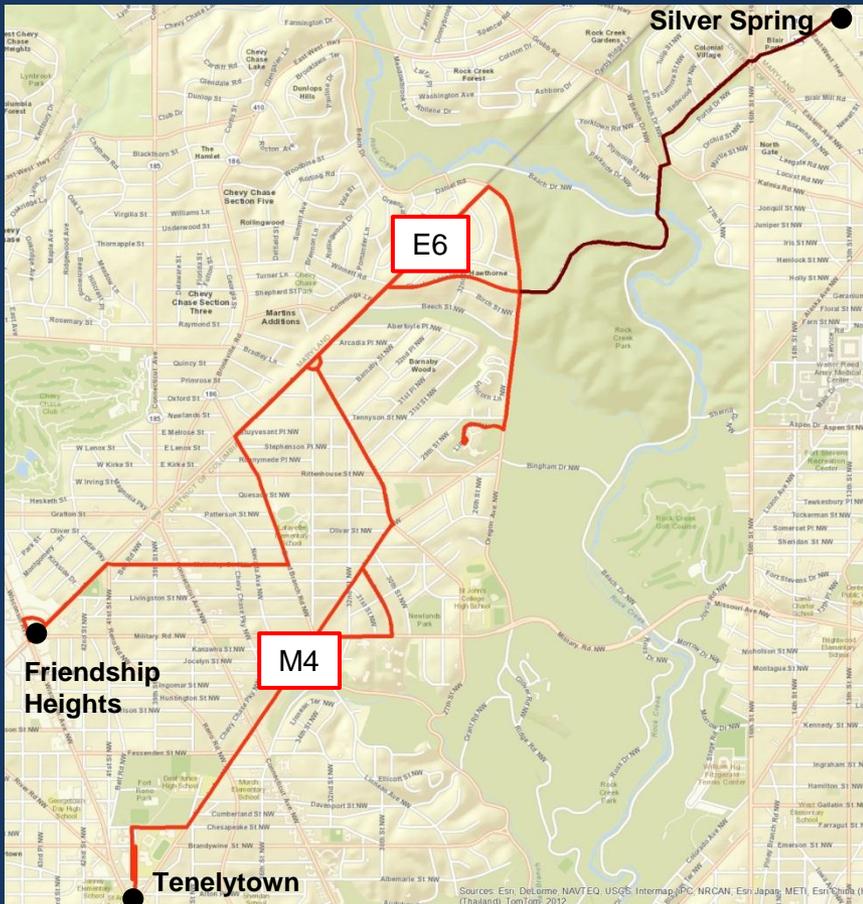
- Possible Route Extensions
  - E2/3/4 from Ivy City/Riggs Park
  - E6 from Knollwood
  - N2/3/4 from downtown DC via Mass Ave
  - 31 from Foggy Bottom via Wisconsin Ave
  - 33 from Archives (starting Aug 24) via Wisconsin Ave
- Benefits
  - Provides Metrobus connection between Friendship Heights and Bethesda
  - Possible to connect Bethesda with single-seat bus ride to downtown DC
  - Possible improvements in ridership and productivity with some options
- Challenges
  - Duplicates service on RideOn route 34
  - Limited market potential for local service
  - Additional capital and operating costs

# Takoma – Silver Spring/Takoma Park



- Possible Route Extensions
  - Takoma to Silver Spring via Blair Road/Georgia Avenue
  - Takoma to Takoma Park via Piney Branch Road, Maple Ave, or Carroll Ave
- Benefits
  - Red Line redundancy
  - New Metrobus connection between Silver Spring and Takoma
  - Potential capacity relief for 70/79 and S Line
  - Additional one-seat ride opportunities
- Challenges
  - Duplicates existing RideOn services
  - Limited market potential – particularly in Takoma Park
  - Capacity problems on 14<sup>th</sup> Street
  - Additional capital and operating costs

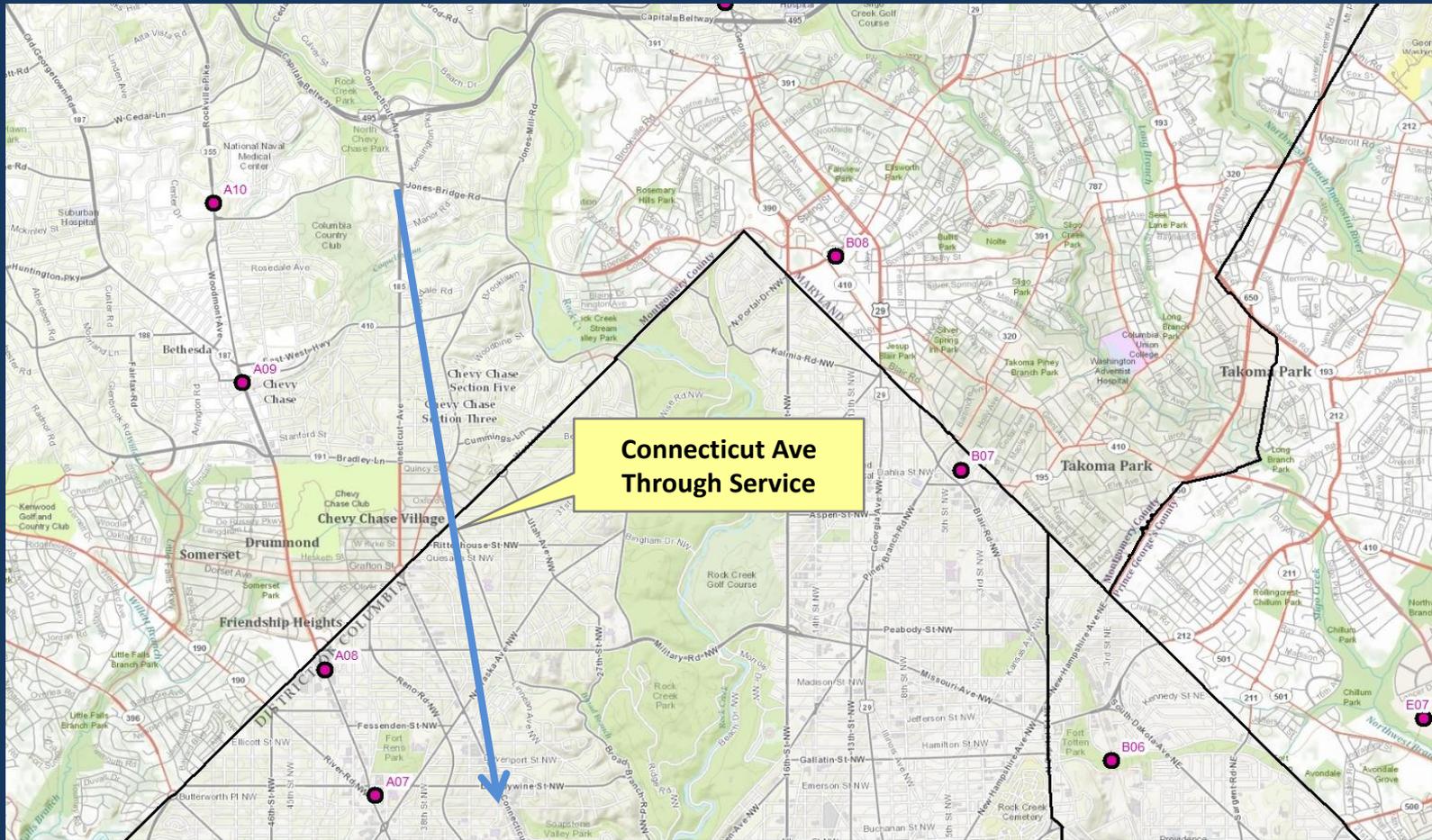
# Silver Spring – Friendship Heights



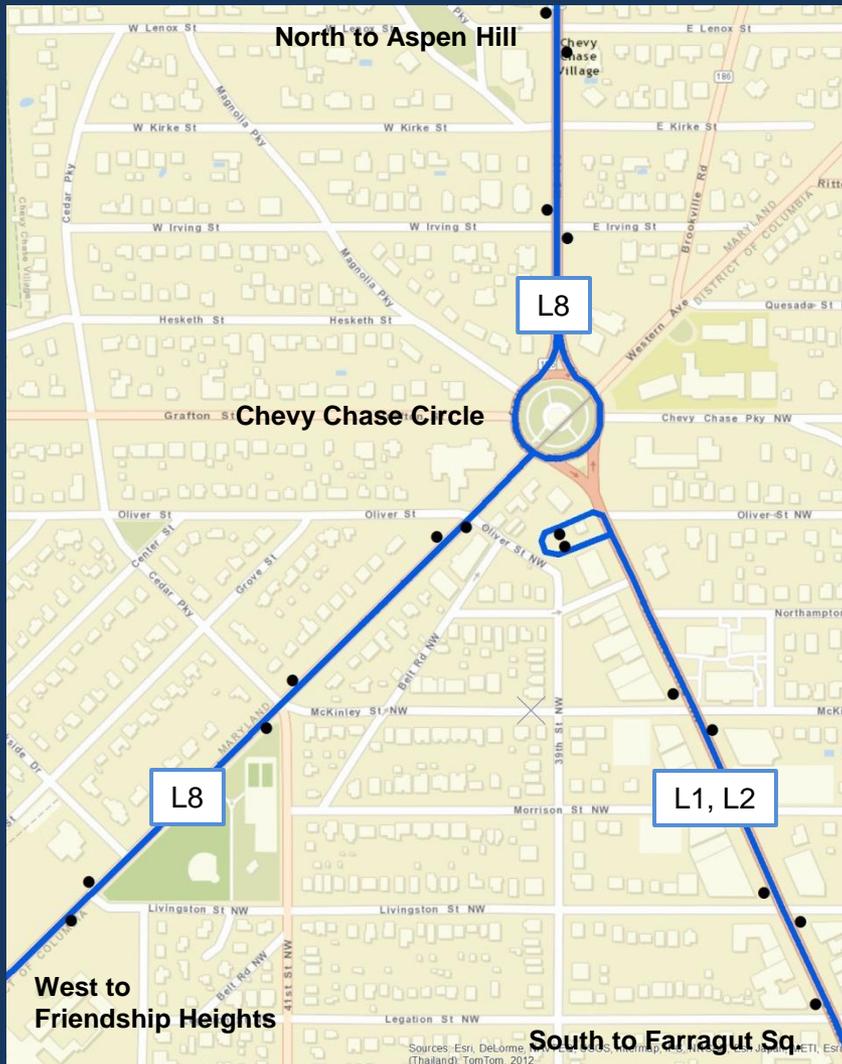
- Possible Route Extensions
  - E6 from Knollwood to Silver Spring
  - M4 from Utah Ave/Western Ave to Silver Spring
- Benefits
  - Provide direct connection between Silver Spring and Wisconsin Ave, NW
  - Potential ridership and productivity improvements on poor performing routes
  - More direct route than RideOn Route 1
- Challenges
  - Low transit propensity in neighborhoods
  - Suitability of local street network for buses
  - Neighborhood resistance
  - Limited market potential
  - Layover space at Silver Spring
  - M4 would connect to Tenelytown and not Friendship Heights



# Missing Bus Connections



# Connecticut Avenue



- Possible Route Extensions/Rerouting
  - L1/L2 to E-W Hwy, Univ Blvd, or Viers Mill Rd.
  - L1/L2 to Friendship Heights
  - L8 rerouting along Conn Ave, NW
  - Create common transfer point for L1, L2 and L8 near Chevy Chase Circle
- Benefits
  - Eliminates service gap
  - Allows easier transfer among Conn Ave services
  - Creates new connections that may benefit some riders
- Challenges
  - Significance of Friendship Heights as terminus for L8
  - Difficult to balance service to meet different needs of Conn Ave in MD and DC
  - Could create too much service between Chevy Chase and Friendship Heights



# Options Summary

Service Option	Ridership Potential	Operating and Capital Cost	Impact on Service Reliability	Impact on Service Productivity	Likely Community/ Rider Support/ Resistance	ROW/Terminal Improvements Cost
79 to White Oak	+++	\$\$\$	↓	↓	👍	\$\$\$
S9 to Wheaton	+++	\$\$\$	↓	↓	👍	\$\$\$
K9 to Union Station	+	\$\$	↓		👍	\$\$\$
37 to Bethesda	++	\$			👍	\$
J4 to Friendship Heights		\$		↓		\$
E6 to Bethesda		\$	↓	↑	👎	
E2, E3, E4 to Bethesda		\$		↓		
N2, N3, N3 to Bethesda	+	\$		↓		
31, 33 to Bethesda	+	\$\$		↓		
62/63 to Silver Spring	++	\$		↑	👍	\$
52,53,54 to Takoma Park		\$\$		↓		
E6, M4 to Silver Spring		\$	↓	↑	👎	\$
L8 to Conn Ave, NW	+	\$\$	↓		👍	
L1, L2 to Conn Ave, MD		\$			👎	
L1, L2, L8 Common Terminal					👎	\$



# Next Steps and Responsibilities

- Jurisdictions
  - Incorporate recommendations into local transportation policy documents
  - Commit to right-of-way improvements that will improve the efficiency, reliability, and speed of bus travel
  - Commit capital funds to purchase additional buses
  - Commit operating funds to run service
- Role of Metrobus
  - Connect communities within and across jurisdictional boundaries
  - Enhance regional access and mobility
  - Respond to regional transit needs and priorities
- Improving bus service connections between Montgomery County and the District of Columbia supports Metro Momentum