



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Regional Transit System Plan

Technical Advisory Group – Meeting 1
January 29, 2010



Metro's Office of Long Range Planning has four focus areas: Access Planning; Corridor Planning; Systems Planning and Regional Planning. The Long Range Planning Team will be working with the Technical Advisory Group (TAG) of the Regional Transit System Plan (RTSP) to develop strategies to meet 2040 transit demand.

1999 System Expansion Plan



Metro's last effort to look at future transit system planning occurred in 1999 with the creation of the System Expansion Plan. Since that time there have been significant corridor – level transit projects and new services, but there has not been a comprehensive plan to address the region's future transit needs.

- Achievement of region's sustainability goals will depend on transit service improvement and expansion
- Integration of regional transit services will make the transit system more efficient;
- Recognition of the impact that extensions of the system have on core capacity
- Partnerships are needed to give priority to surface transit on roadways



The need for a regionally sustainable transit system plan is paramount to insuring existing and new transit services support regional growth patterns and simultaneously provide core capacity relief.

- Maximize capacity of existing system
- Balance system maintenance needs with system expansion

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A balanced, safe and efficient mass transit system can be achieved in the future by doing the hard work today.

- **Goal: Develop an integrated, multimodal transit system:**

- Local Bus and Circulators
- Express Bus
- Bus Rapid Transit (BRT)
- Light Rail / Streetcar
- Metrorail
- Commuter Rail



In the future, Metro's family of transit services will include enhanced existing transit services and new modes to meet the transportation needs of the Washington metropolitan area.

Key Regional Transit Growth Issues

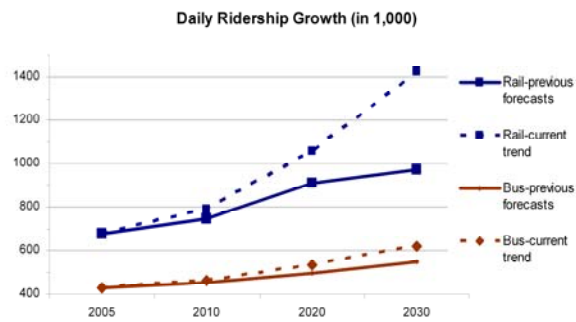
- **Core Capacity** - Transit capacity to serve the regional employment core.
- **Access** - Adequate pedestrian, bicycle, automobile and bus access to high-quality transit.
- **Surface Transit Corridors** - Priority for surface transit including express bus on HOV, rapid bus on arterials, light rail, and streetcar projects.
- **New & Emerging Markets** - New connections between regional activity centers.



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The paramount growth issues facing the Washington region are also the foundation of the goals of the Regional Transit System Plan (PLAN) process. Based on the four goals: Enhancing Core Capacity; Adequate multi-modal Accessibility; Priority for Surface Transit Corridors; and Connectivity to New & Emerging Markets, staff in the Long Range Planning Division will work with the TAG to develop strategies to meet these goals.

Ridership Growth Trends



- Peak period commuting to the regional core is expected to grow 20% over the next 20 years.
- Metrorail daily ridership is expected to hit 1 million by 2030, but could reach that mark by 2020 if recent trends continue.
- Metrobus ridership growth is more modest, in part because of the impact of traffic congestion on travel speeds and reliability.

Metro service area will remain the region's largest job and living center in 2030, but outer suburbs will see higher growth rates.



Rail System Capacity

■ If we do not expand the fleet after 2009:

Line	2005	2010	2015	2020	2025	2030
Red	Green	Green	Green	Green	Green	Yellow
Blue (Rosslyn)	Green	Green	Green	Green	Green	Green
Orange/Dulles Rail	Yellow	Green	Yellow	Red	Red	Red
Yellow/Blue (14th Bridge)	Green	Green	Green	Yellow	Yellow	Yellow
Green	Green	Green	Green	Yellow	Yellow	Yellow

■ If we expand the fleet for 100% 8-car train service:

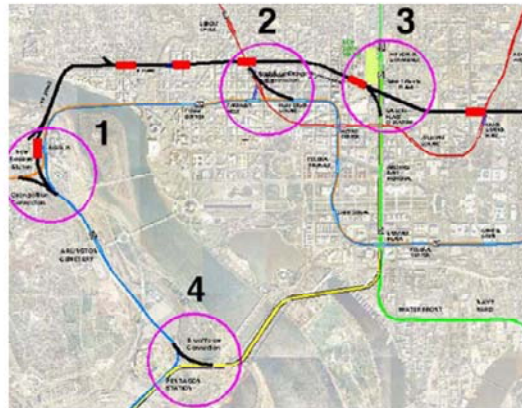
Line	2005	2010	2015	2020	2025	2030
Red	Green	Green	Green	Green	Green	Green
Blue (Rosslyn)	Green	Green	Green	Green	Green	Green
Orange/Dulles Rail	Yellow	Green	Yellow	Yellow	Yellow	Red
Yellow/Blue (14th Bridge)	Green	Green	Green	Green	Green	Yellow
Green	Green	Green	Green	Green	Green	Yellow

Green Congested (<100 people per car)
Yellow Highly Congested (100-120 people per car)
Red Exceeds Capacity (> 120 people per car)

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Deployment of 8-car trains will likely handle system capacity needs thru 2025

- Highest priority stations for capacity improvement are largely in the Core, especially at major transfer stations'
- System extensions require expansion of core capacity'
- Access to system may be a limiting factor without expansion of pedestrian, bike, bus, and parking facilities.



Critical rail transfer stations, including the Pentagon, Rosslyn, Foggy Bottom and Gallery Place require increased capacity in order to support future system expansions.



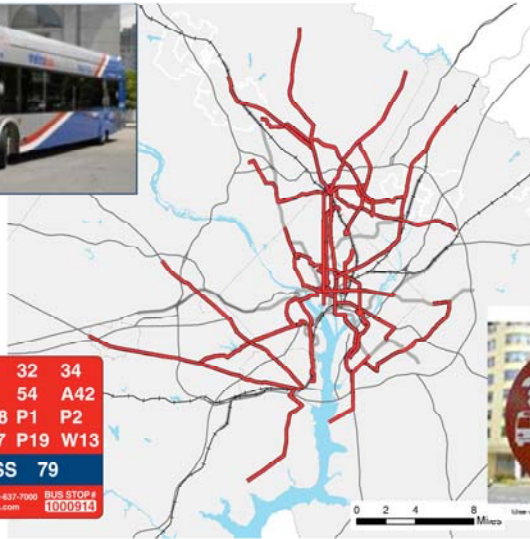
Metrobus Priority Corridor Network Plan



LOCAL	32	34
	36	37 54 A42
	A46	A48 P1 P2
	P6	P17 P19 W13
EXPRESS	79	

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The Metrobus Priority Corridor Network (PCN) Plan will be an integral part of the goal of supporting enhanced existing surface transit service.

- Seamless travel for customers:
 - Trip information
 - Fare media
- Potential areas for operations integration:
 - Vehicle procurement
 - Operator Training
 - Shared maintenance & storage facilities
 - Shared revenue track



New surface transit options including Light Rail Transit (LRT) and Streetcars will require focused fare, procurement and operational integration.

- Critical for long-term success and sustainability of all surface transit modes
- Define situations that justify transit prioritization and tools highway departments will use
- Change perceptions and culture
 - Net benefits of prioritizing transit need to be widely understood
 - Drivers need to see themselves benefitting from faster transit
 - Road owners are transit providers too
 - Person throughput, not vehicle throughput



Priority treatments for transit services will help reduce operating costs and increase ridership demand while supporting the environment.



Moving Forward

- Regional Transit Vision & System Plan
- Regional guidance on LRT & Streetcar Integration Opportunities
- Regional transit funding strategy
- Public Outreach

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This is just the beginning in what will be a multi-year process to develop a regional transit vision and system plan. Metro's continued collaboration and coordination with our jurisdictional partners is essential to developing a transit system plan that we can share with the riding public for support.



Thank You



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