I-495 American Legion Bridge Transit and TDM Study Update

Commonwealth Transportation Board Workshop

January 19, 2021

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Department of Rail and Public Transportation

Engagement Process

- Four Stakeholder Meetings

- Public Comment Period for Draft Recommendations: Open through February 1st

- Public Meetings
  - DRPT/VDOT I-495 NEXT Public Meeting. November 18, 2020
  - I-495 ALB Transit and TDM Study Public Meeting. January 12, 2021

- Surveys
  - Survey 1: Purpose was to gain an understanding of commute choices in addition to driving alone. *Closed August 28,2020*
  - Survey 2: Getting feedback on potential recommendations. *Closed December 15, 2020*

- Keeping track of the Study is easy by connecting to DRPTs Major Initiatives Webpage

- The study webpage includes a stakeholder comment link (See: https://bit.ly/33Zw3YD)

Input Related to Multimodal Travel

Themes

- Support for analyzing multimodal solutions
- Importance of air quality and emissions goals
- Provide affordable and equitable choices
- Request for dedicated funding to expand transit
- Consider the effect of COVID-19 and potential increase in teleworking
- Developing transit options for near-term investment

Sources of Input

- Public comment on ongoing I-495 Virginia and Maryland projects
- Transit/TDM Public Survey #1
- Stakeholder coordination meetings
- Transit/TDM Public Survey #2
- Public Meetings

Survey #2 Update

- **48%** of respondents are served by a potential bus route

- **Bethesda to Tysons** is the most desired route

- Technology that shows **real-time bus arrival info** is the **#1 factor** in encouraging transit use

- **63%** of respondents expect to telework more in the future

Study Process
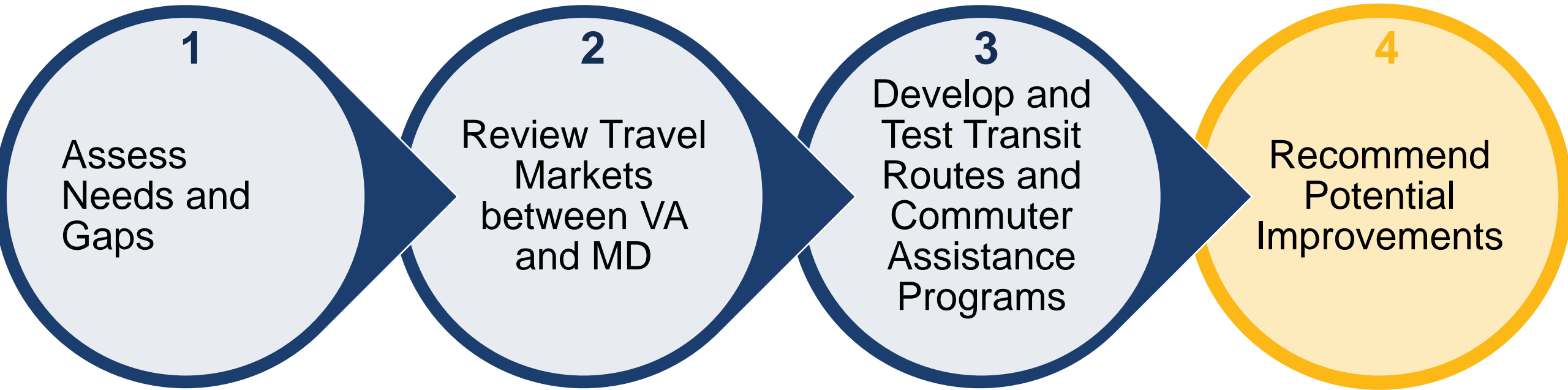
1
Assess Needs and Gaps

2
Review Travel Markets between VA and MD

3
Develop and Test Transit Routes and Commuter Assistance Programs

4
Recommend Potential Improvements

- Why is transit needed?
- What transit is there today?
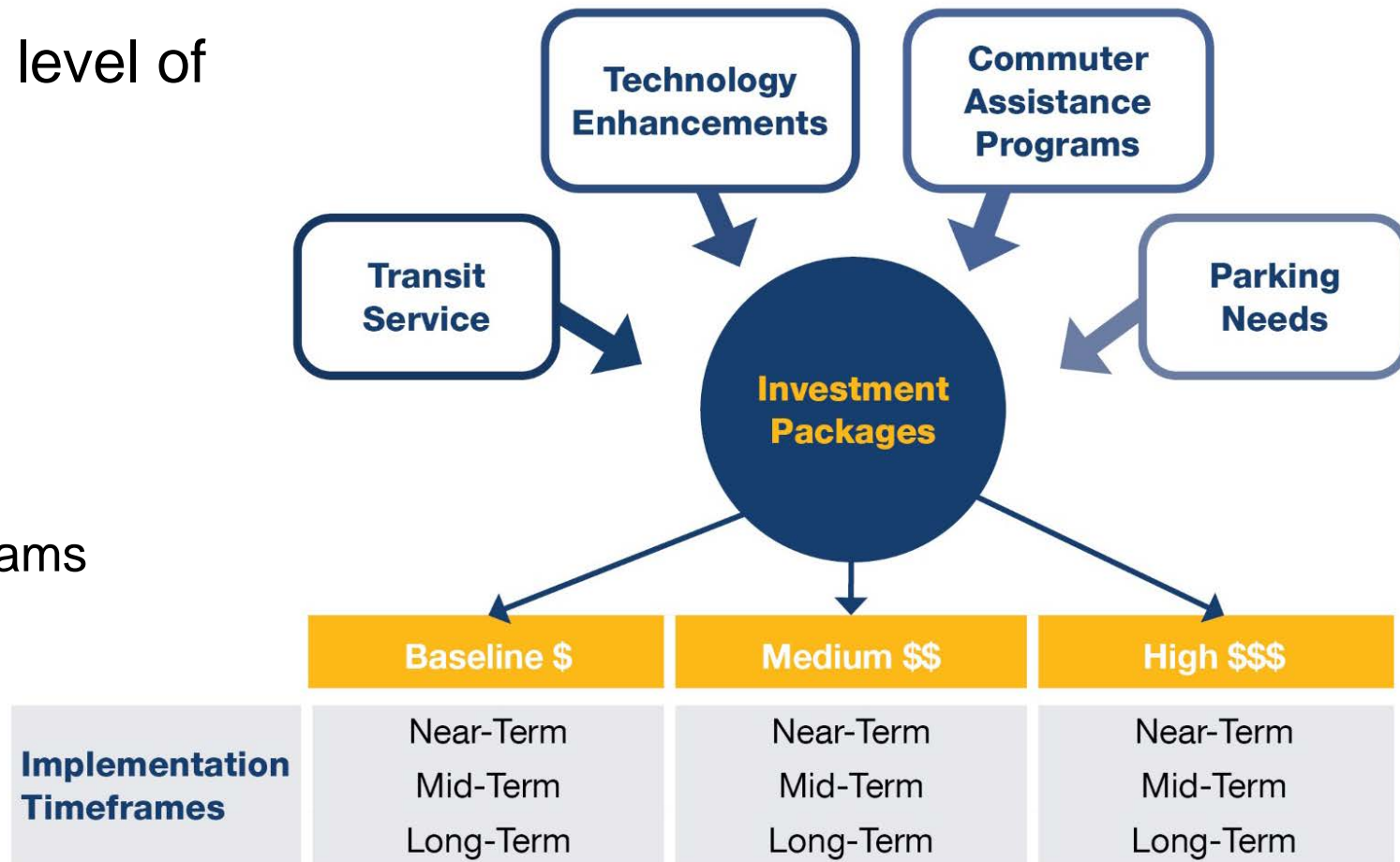- What transit is planned in the future?

- Where are trips over the bridge coming from and going to?
- Which of those markets could be served by transit?

- Where and how often should the route stop?
- Where can transit use managed lanes?
- How can technology improve the transit experience?
- How will people get to and from the transit service?

- What is the overall forecasted affect on reducing congestion?
- How many people and jobs will be connected by new transit?
- How much will it cost to implement?

Implementation Framework

- Each package built around level of transit service and vary by:
  - Markets served
  - Frequency
  - Span (time of day)
- Transit supported by:
  - Technology enhancements
  - Commuter assistance programs
  - Parking needs

Technology Enhancements

Commuter Assistance Programs

Transit Service

Parking Needs

Investment Packages

	Baseline $	Medium $$	High $$$
Implementation Timeframes	Near-Term Mid-Term Long-Term	Near-Term Mid-Term Long-Term	Near-Term Mid-Term Long-Term

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Investment Packages

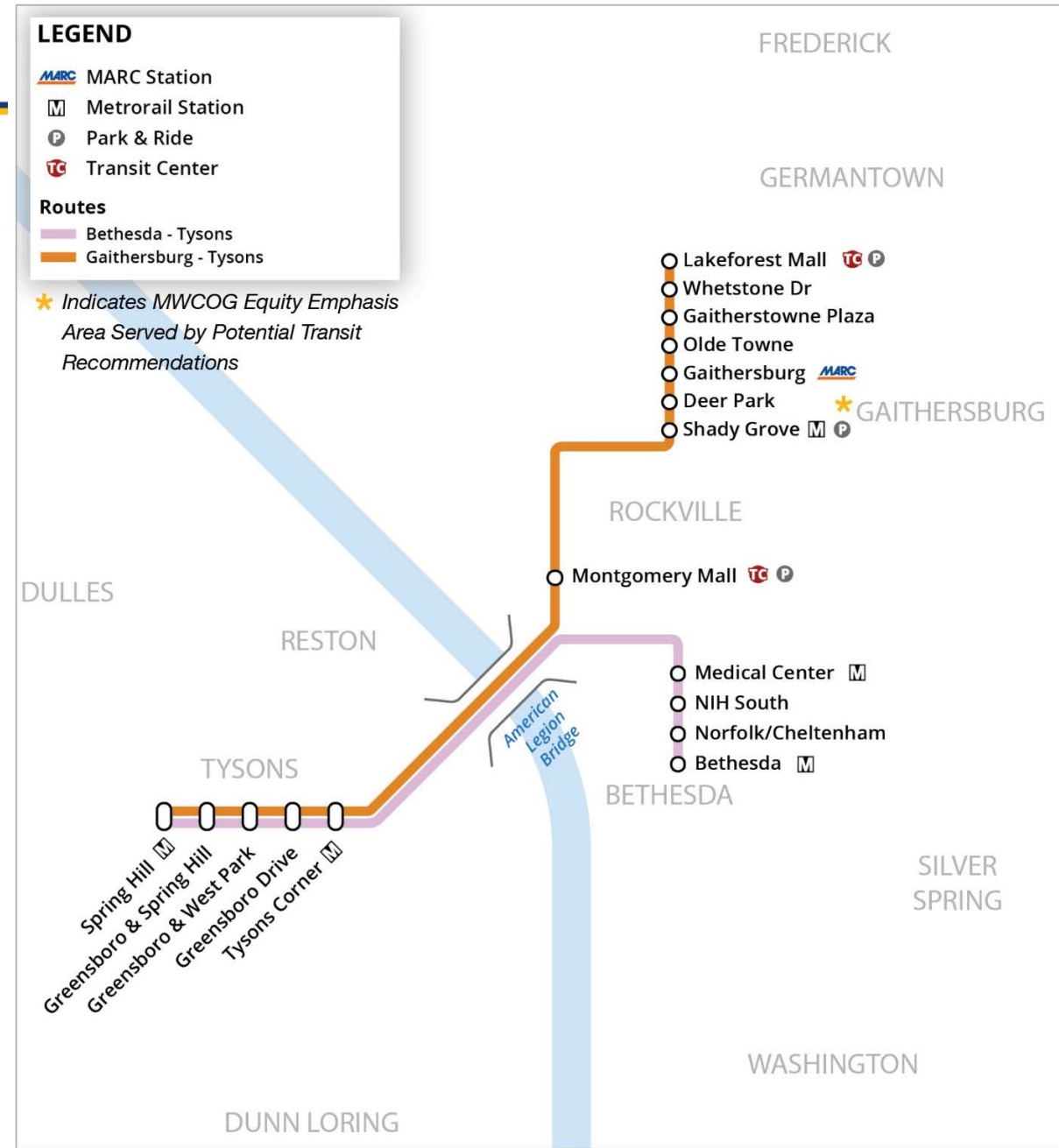| Baseline	Medium	High
• Foundational peak-period service • Connects three markets identified in previous planning efforts	• Robust network of primarily peak-period service • Connects five key markets in Maryland with Tysons and Arlington	• Comprehensive all-day bus service • Maximizes potential ridership • Serves additional destinations

Baseline Package
– Transit Service

Markets	Bethesda, Tysons, Gaithersburg
Trips (peak hour)	6 trips per hour
Total Forecasted Daily Riders over ALB	1,000 riders
Off-Peak/ Mid-Day Service	None

LEGEND

MARC — MARC Station
M — Metrorail Station
P — Park & Ride
TC — Transit Center

Routes
— Bethesda - Tysons
— Gaithersburg - Tysons

★ Indicates MWCOG Equity Emphasis Area Served by Potential Transit Recommendations

FREDERICK
GERMANTOWN
Lakeforest Mall TC P
Whetstone Dr
Gaitherstowne Plaza
Olde Towne
Gaithersburg MARC
Deer Park — GAITHERSBURG ★
Shady Grove M P
ROCKVILLE
DULLES
RESTON
Montgomery Mall TC P
Medical Center M
NIH South
Norfolk/Cheltenham
Bethesda M
American Legion Bridge
BETHESDA
TYSONS
Spring Hill M
Greensboro & Spring Hill
Greensboro & West Park
Greensboro Drive
Tysons Corner M
SILVER SPRING
WASHINGTON
DUNN LORING

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* Maintenance facility or expansion may be needed to advance potential recommendations regardless of operator.
* The Bethesda - Tysons Transit Route could be advanced as part of the Near-Term timeframe

Medium Package
– Transit Service

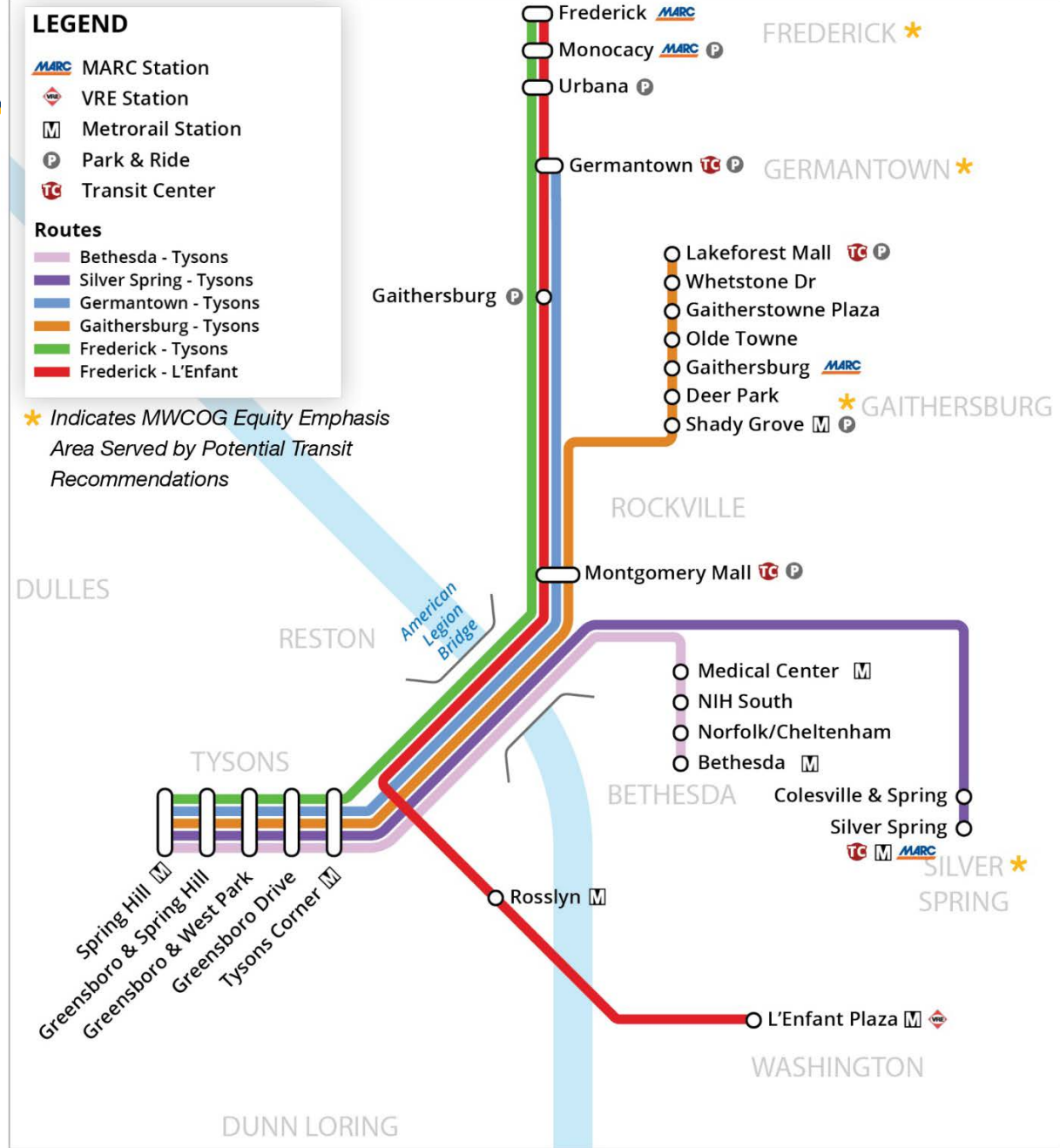|		
📍	**Markets**	Bethesda, Tysons, Gaithersburg, Silver Spring, Germantown, Frederick, L'Enfant
	Trips (peak hour)	16 trips per hour
	Total Forecasted Daily Riders over ALB	3,700 riders
	Off-Peak/ Mid-Day Service	Limited (Bethesda – Tysons only)

LEGEND

- MARC — MARC Station
- VRE — VRE Station
- M — Metrorail Station
- P — Park & Ride
- TC — Transit Center

Routes
- Bethesda - Tysons
- Silver Spring - Tysons
- Germantown - Tysons
- Gaithersburg - Tysons
- Frederick - Tysons
- Frederick - L'Enfant

* Indicates MWCOG Equity Emphasis Area Served by Potential Transit Recommendations

* Maintenance facility or expansion may be needed to advance potential recommendations regardless of operator.

High Package
– Transit Service

📍	**Markets**	Bethesda, Tysons, Gaithersburg, Silver Spring, Germantown, Frederick, L'Enfant, Dunn Loring, Reston, Dulles
📍	**Trips (peak hour)**	30 trips per hour
🚶	**Total Forecasted Daily Riders over ALB**	5,600 riders
⏱	**Off-Peak/ Mid-Day Service**	Yes

LEGEND

- **MARC** MARC Station
- **VRE** VRE Station
- **M** Metrorail Station
- **P** Park & Ride
- **TC** Transit Center

Routes
- Bethesda - Tysons / Dunn Loring
- Bethesda - Reston - Dulles
- Silver Spring - Tysons
- Germantown - Tysons
- Gaithersburg - Tysons
- Frederick - Tysons
- Frederick - L'Enfant

★ *Indicates MWCOG Equity Emphasis Area Served by Potential Transit Recommendations*

Combined Gaithersburg/Germantown Midday Service

Dunn Loring Peak Pattern

* Maintenance facility or expansion may be needed to advance potential recommendations regardless of operator.

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Technology and Commuter Assistance Program Options

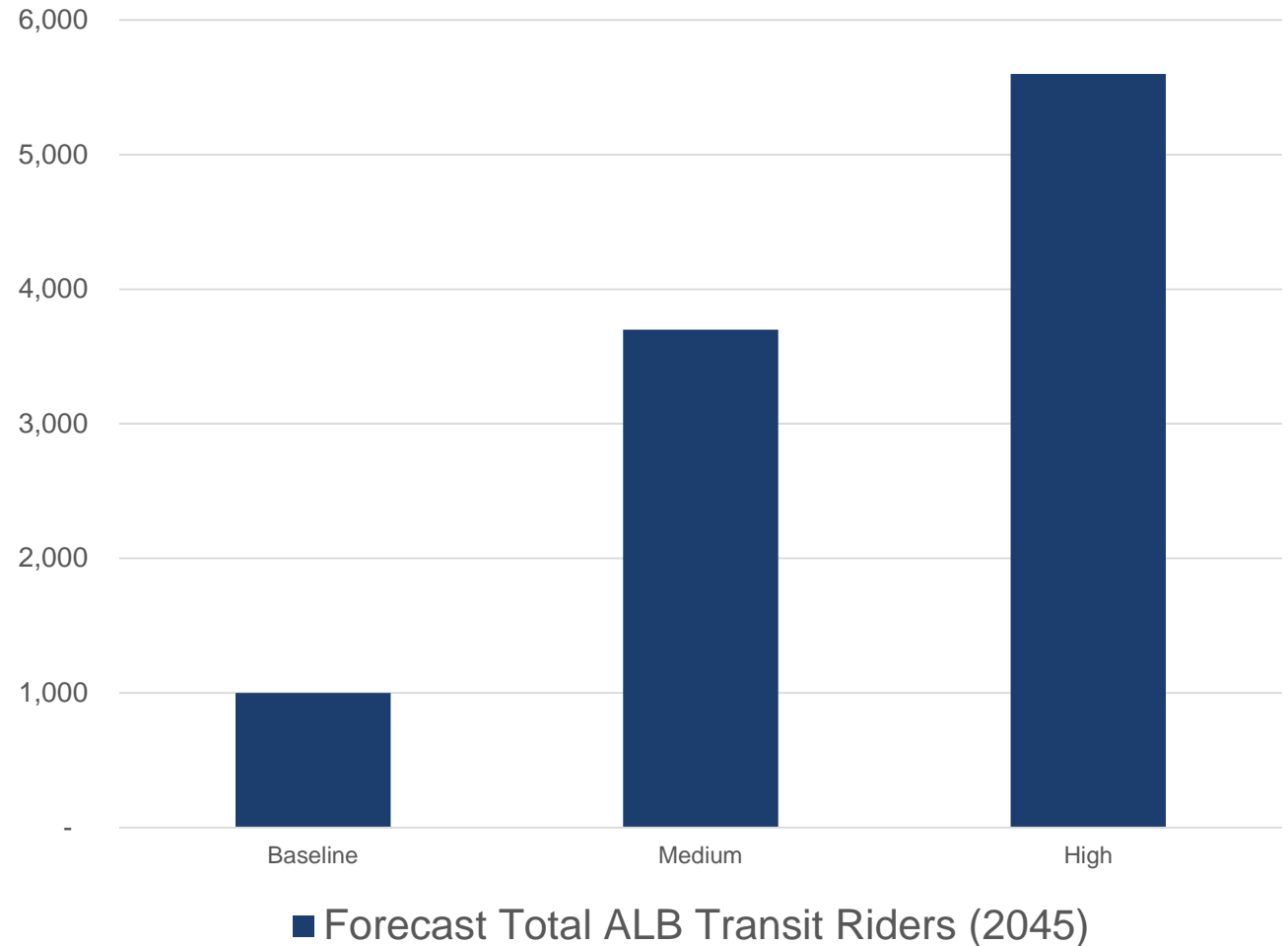|	
Commuter Parking Information System	**Vanpool Formation and Expansion Program**
Real-Time Toll and Transit Information	**Carpool Promotion Programs**
Real-Time Arrival Information	**Corridor-Specific Mobility Options Marketing Campaign**
Real-Time Passenger Load Information	**Targeted Residential Outreach**
Transit Signal Priority	**Targeted Employer Outreach**

Moving More People With Fewer Vehicles

- There is no existing transit service over the Bridge
- High Package Benefits:
  - Over **180** bus trips per day
 - Forecast increase of **5,600** daily transit riders

Forecast Total ALB Transit Riders (2045)

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Equity

- 66% of bus trips during peak period in High Investment Package service origins within ½ mile of Equity Emphasis Areas

MWCOG Equity Emphasis Areas

- Baseline Package Service
- Medium Package Service
- High Package Service

Equity Emphasis Areas according to
National Capital Region Transportation Planning Board (2012-2016 ACS)
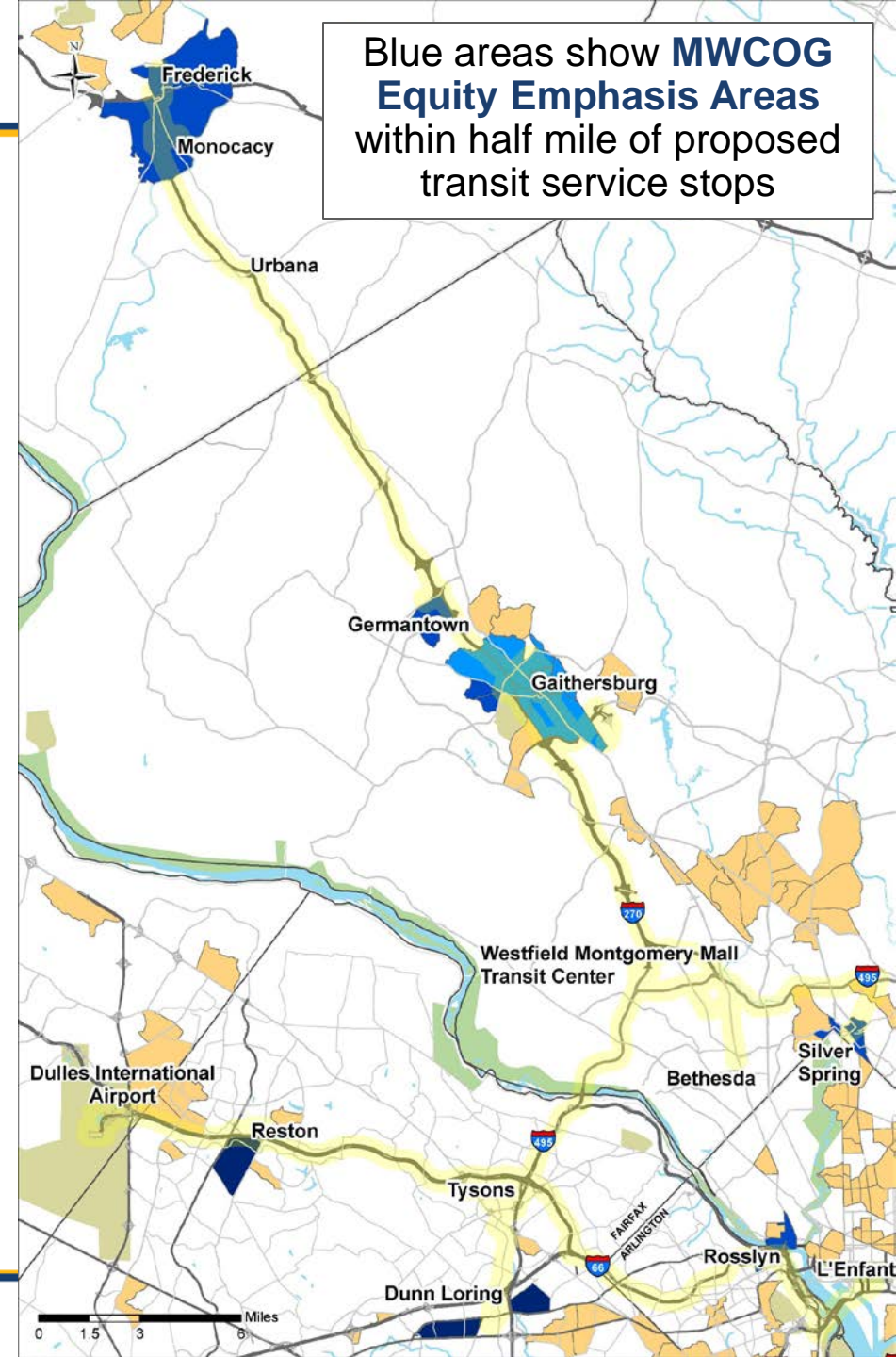
Blue areas show **MWCOG Equity Emphasis Areas** within half mile of proposed transit service stops

Transit Connections – Existing and Planned

M metro

MARC

Purple Line

Corridor Cities Transitway & MD 355 BRT

Local Bus

Tysons ●●○
Reston ○
Dulles ○
Dunn Loring ○
Bethesda ●●○
Silver Spring ●○
Shady Grove ●●○
Rosslyn ●○

Silver Spring ●○
Gaithersburg ●
Monocacy ●○
Frederick ●○

Silver Spring ●●○
Bethesda ●●○

Tysons ●●○
Bethesda ●●○
Silver Spring ●○
Westfield ●●○
Montgomery Mall Transit Center
Gaithersburg ●●○
Germantown ●○

All stops ●●○

Notes:
Italicized stops are serviced by planned transit connections
● denotes stops on routes included in the baseline package
● denotes stops on routes included in the medium package
○ denotes stops on routes included in the high package

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Next Steps

- Recommendations available for review and comment through February 1st

- Following public comment period – finalize and publish final recommendations (March 2021)

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