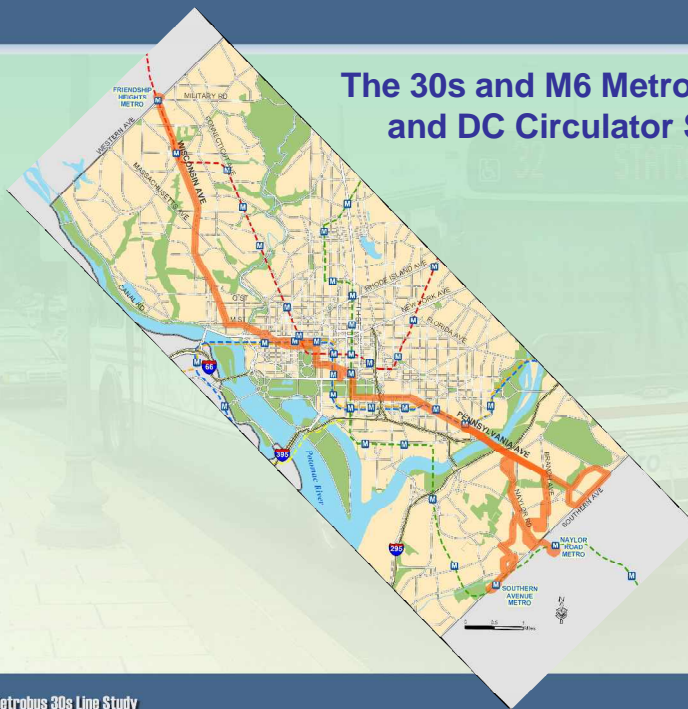
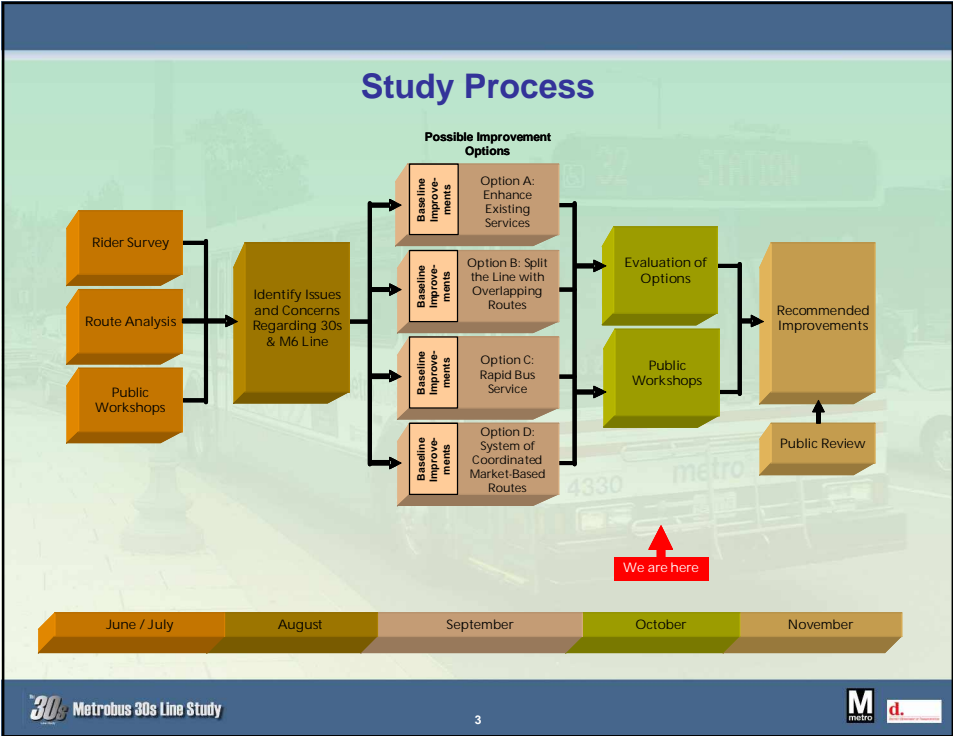


Metrobus 30s Line Study Second Public Workshop

St Columba's Church
October 18, 2007



The 30s and M6 Metrobus Lines and DC Circulator Service





What Will We Be Doing at Today's Workshop?

- § **First set of public meetings in July focused on identifying problems**
- § **Today's meeting will focus on potential solutions**
 - Review alternatives
 - Suggest other options
 - Identify preferred options

30s Metrobus 30s Line Study M metro d.

How Will Today's Workshop Results be Used?

- § Further refine the potential improvements
- § Consider additional options
- § Develop a preferred strategy
- § Establish a plan for implementation



Key Issues Raised at July Public Meetings

Top Three Issues

- § Bus Bunching
- § Schedule Adherence
- § Crowding on Buses

Other Key Issues

- § Long Travel Times
- § Stop Conditions
- § Safety and Security
- § Customer Information



Issue: Bus Bunching and Poor Schedule Adherence

What is it?

- § Gaps in service followed by two or more buses arriving at the same time
- § Buses don't arrive at scheduled times



What Causes It?

- § Delay at traffic bottlenecks
- § Number and accessibility of stops
- § Length of the routes
- § "Ripple Effect" on subsequent vehicle runs



Issue: Bus Bunching and Schedule Adherence

What are Potential Solutions?

- § Better supervision
- § Add/remove buses as needed
- § Hold back buses
- § Split or shorten existing bus routes
- § Traffic signal priority for buses
- § Reserved lanes for transit
- § Reduce the number of stops



Issue: Bus Bunching and Schedule Adherence

What are Constraints?

- § Minimize required transfers
- § Minimize passenger wait times when on the vehicle
- § Right-of-way availability
- § Traffic impacts
- § Walk distances to stops
- § Cost
- § Provide capacity to meet demand



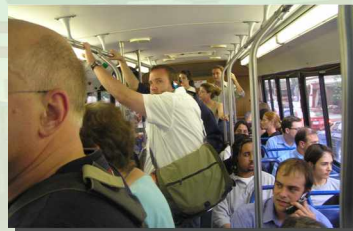
Issue: Crowding on Buses

What is it?

- § Number of riders exceed the number of seats on vehicles

What Causes it?

- § Rush hour demands
- § Limited capacity at the peak load points for the service
- § Long gaps in service overloads the first bus that arrives



Issue: Crowding on Buses

What are Potential Solutions?

- § Add shuttle services
- § Add limited-stop express services
- § Overlap bus services in the core area
- § Higher capacity vehicles in peak hour



Issue: Crowding on Buses

Constraints?

- § Availability of bus vehicles
- § Minimizing transfers
- § Walk distance to stops



Issue: Long Travel Times

What Is It?

- § Time it takes to get from your trip origin to destination including wait time at stops



What Causes It?

- § Delay at congested road segments and intersections
- § High number of stops
- § Difficulty getting into stops
- § Delays getting back into traffic stream



Issue: Long Travel Times

What are Potential Solutions?

- § Bypass congested segments with an alternate route/reserved lanes
- § Eliminate low ridership stops
- § Add sidewalk extensions at stops so buses can stay in the travel lane
- § Better enforcement of parking restrictions near stops
- § Eliminate tour bus layovers on route



Issue: Long Travel Times

Constraints?

- § Finding alternative routes with less congestion
- § Right-of-way availability
- § Walk times to stops
- § Impacts to on-street parking



Issue: Stop Conditions

What is It?

- § Lack of shelters
- § Shelters in need of repair
- § Signage/pole problems

What Causes It?

- § Limited resources
- § No room for shelters at some locations



Issue: Stop Conditions

What are Potential Solutions?

- § Provide additional shelters
- § Sign/pole replacement
- § Shelter repair



Constraints?

- § Shelter replacement program schedule
- § Cost
- § Right-of-Way



Issue: Safety and Security

What is It?

- § Don't feel safe waiting at some stops
- § Unruly youths



What Causes It?

- § Stop location and visibility
- § Poor lighting
- § Inadequate enforcement of the rules



Issue: Safety and Security

What are Potential Solutions?

- § Greater police presence at crime hot spots
- § Emergency call boxes
- § Improved lighting
- § Moving stops
- § Enhanced Driver Training



Issue: Safety and Security

Constraints?

- § Limited resources for police
- § Time required for infrastructure improvements
- § Limited authority of drivers to enforce the rules
- § Disruption of the service for rules enforcement



Issue: Customer Information

What is It?

- § Schedules at stops are outdated and hard to read
- § Information cases are damaged or missing
- § Drivers aren't familiar with system



What Causes It?

- § Complex route structure
- § Trying to communicate too much information
- § Many new drivers on 30s



Issue: Customer Information

Potential Solutions?

- § Provide new schedules
- § Redesign schedules to provide most important information
- § Replace information cases
- § Include training specific to the 30s Line
- § Document and share frequently asked questions with drivers



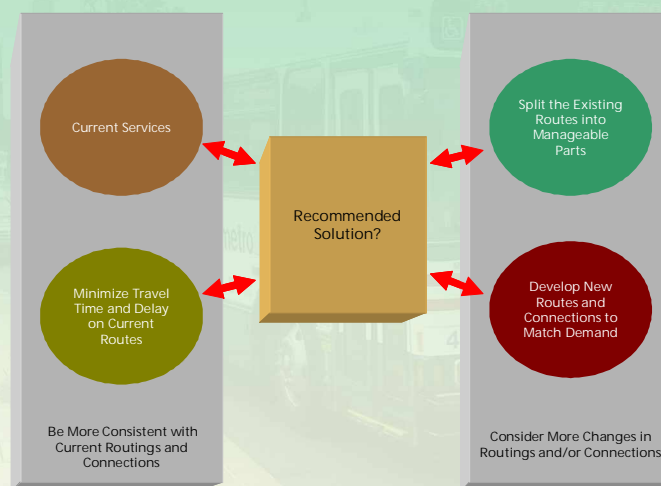
Issue: Customer Information

Constraints?

- § Size of information cases
- § Driver turnover
- § Cost



Developing Packages of Improvements



Baseline Improvements (Included in all Improvement Packages)

- § Enhanced bus supervision
- § Enforcement of parking restrictions
- § Adjust signal timings
- § Improved shelters
- § Better customer information
- § Safety and security improvements
- § Expanded driver training



Improvement Concept A: Enhance Existing System

- § Supervisors dedicated to 30s line with:
 - Direct communication with drivers
 - Ability to track vehicles in real time
 - Opportunities to add/remove vehicles as needed
 - Ability to hold or turn around vehicles as needed



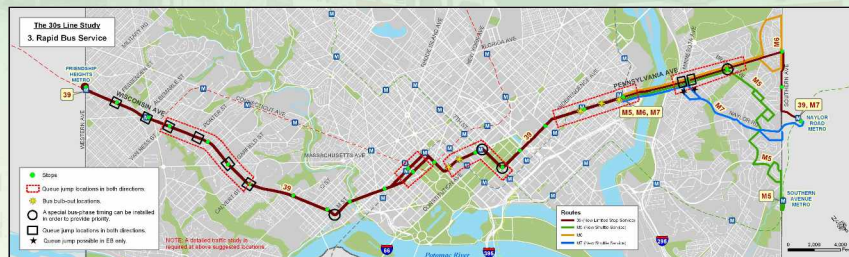
Improvement Concept B: Split Line with Overlapping Routes

- § Split each existing route into two routes
- § Overlap the ends of each route in downtown core to minimize transfers
- § Enhanced supervision



Improvement Concept C: Rapid Bus Service

- § Limited-stop service
- § Shuttle services
- § Signal priority for buses
- § Reserved lanes for transit and queue jump lanes
- § Sidewalk extensions at some stops



Improvement Concept D: System of Coordinated Market-Based Routes

- § New shuttle routes
- § New route that bypasses congested roadways
- § Retain the 34 route with frequent stops



Evaluation of Alternatives

OPTIONS	Reduce Bus Bunching?	Shorten Travel Times?	Improve Schedule Adherence?	Reduce Bus Crowding?	Improve Stop Facilities?	Enhance Safety and Security?	Improve Driver Knowledge of the Routes & Connections?	Implemented in the Short Term?
Option A: Enhance Existing System	●	○	●	●	●	●	●	●
Option B: Split the Line with Overlapping Routes	●	○	●	●	●	●	●	●
Option C: Rapid Bus Services	●	●	●	●	●	●	●	○
Option D: System of Coordinated Market-Based Services	●	●	●	●	●	●	●	●

The options have been rated based on the following scale:

- Low- The option doesn't have a significant impact relative to the issue
- Medium- The option has a minimal benefit relative to the issue
- High- The option provides a substantial improvement relative to the issue

Workshop Group Discussions

- § Break into small groups based on the number code on your agenda
- § Facilitator will describe each of the improvement package options
- § Identify the advantages, disadvantages, and trade-offs associated with each package of improvements
- § Suggest additional improvements that should be considered
- § Identify preferred packages and individual improvements
- § At the conclusion, a group representative will summarize the results of your discussions.

How Can I Continue to Participate?

- § Third Public Meetings
- § Comment Cards
- § Riders Advisory Council monthly meetings
- § WMATA Board Meetings
- § Website www.metrobus-30s-dc.com
- § Project Hotline 703-682-5060



Next Steps

- § A comprehensive staff recommendation will be prepared
- § Public meetings will be held to review recommendations
- § Public Hearing process
- § DC Budget Process
- § WMATA Budget Hearings

See You in December!