



Customer Service and Operations Committee

Information Item III-B

January 10, 2013

Silver Line Bus Service Plan

**Washington Metropolitan Area Transit Authority
Board Action/Information Summary**

<input type="checkbox"/> Action <input checked="" type="checkbox"/> Information	MEAD Number: 103185	Resolution: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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TITLE Silver Line Integrated Bus Service

PRESENTATION SUMMARY

The opening of the new Silver Line rail service requires an integrated bus service plan between Washington Metropolitan Area Transit Authority (WMATA) and Virginia jurisdictional partners to ensure effective and reliable service for customers.

PURPOSE

To update the Board on an integrated bus service plan for Metrobus and jurisdictional bus services, in coordination with the opening of the new Metrorail Silver Line.

DESCRIPTION

Key Highlights:

In preparation for the opening of the new Metrorail Silver Line, WMATA has led a considerable coordination effort with the jurisdictional staff from Virginia to develop an integrated bus service plan. This effort included WMATA, Fairfax, Prince William and Loudoun County staff and the plan will be jointly implemented with the opening of the new Silver Line rail service, anticipated by the end of calendar year 2013.

The service adjustments and realignment had the following key adjustments:

- Reflect the cooperative effort between Fairfax County, other Virginia jurisdictions, and WMATA to provide an efficient, effective bus service that complements Silver Line rail service
- Improve reliability and service for customers
- Adjust bus service in response to changing ridership patterns and traffic conditions

BACKGROUND AND HISTORY

Bus service in western Fairfax County is presently provided by WMATA and Fairfax Connector, the Fairfax County bus service. In addition, Loudoun and Prince William Counties provide express bus service from their respective counties to Metrorail service, at both Vienna and West Falls Church Stations, for connections to downtown locations.

Lastly, the Metropolitan Washington Airports Authority (MWAA) provides an express bus shuttle from West Falls Church Station to Dulles Airport.

When the new Silver Line opens there is a need to restructure the existing bus services to provide new services to the five new stations, add new bus routes to provide new connections to the rail service and to ensure an integrated approach to the new bus network.

WMATA and the jurisdictional staffs have been working over the past year and a half to develop the integrated plan. Each of the carriers have developed new routes, changes to existing routes, and elimination of some routes that in coordination will provide a vastly expanded bus network in the region that will adequately serve the new rail line.

DISCUSSION

Currently there are 60 bus routes available that service the area of the Silver Line rail service.

Carrier	Routes
Metrobus	13
Fairfax Connector	36
Loudoun County	7
Prince William County	3
Washington Flyer	1
Total	60

WMATA and the local bus carriers have developed an integrated plan that would increase transit ridership and encourage use of the Silver Line by providing transit service to new rail stations in the Tysons Corner and Reston area. There are a total of 62 route changes.

Carrier	New/Addition	Modification	Elimination
Metrobus		11	2
Fairfax Connector	12	17	9
Loudoun County		7	
Prince William County		3	
Washington Flyer		1	
Total	12	39	11

Change to the Metrobus services:

Silver Line Metrobus Changes January 2013					
Routes	Line	Type	Service Recommendations	Peak Buses	Annual Budget
1C	Fair Oaks-Dunn Loring	R	Restructure west end of line to use Random Hills Road; extend to West Ox Road Bus Division	1	\$168,000
2A,B,C,G	Washington Boulevard	R	Implement Service Evaluation Study and Regional Bus Study recommendations to restructure (split into two lines). 2A All days Ballston-Dunn Loring. 2B weekdays and Saturday Dunn Loring-West Ox Road Division via Fair Oaks Mall, with west end restructured to serve Govt. Center area. Discontinue 2C (replaced by Fairfax Connector 401/402 between Dunn Loring and Tysons Corner).	2	\$835,000
2T	Tysons Corner-Dunn Loring	R	Restructure north end of line to use Westpark Drive, International Drive, and Tysons Boulevard; terminate at Tysons Corner Station.	N/C	\$365,000
3A-E	Lee Highway	R	Restructure west of EFC Sta. (3B replaced by extended 3T)	(3)	(\$389,000)
3T	Pimmit Hills	R	Extend to Seven Corners via West Broad Street, Washington Street, East Falls Church Station, and Roosevelt Boulevard.	1	\$673,000
15K,L	Chain Bridge Road	R	Restructure west end of line to reroute to EFC via Westmoreland Street-replaces portion of 24T	N/C	\$30,000
15M	George Mason Univ.-Tysons Corner	R	Reroute via Vienna Station; terminate at Tysons Corner Station.	1	\$278,000

Silver Line Metrobus Changes January 2013					
Routes	Line	Type	Service Recommendations	Peak Buses	Annual Budget
16F	Columbia Pike-Federal Triangle MetroExtra	R	Reduce frequency of short trips between Pentagon and downtown to every 20-30 minutes	N/C	\$0
23A,C	McLean-Crystal City	R	Implement Service Evaluation Study recommendations to: 1) Restructure Arlington service (split into two lines during peak hours): 23T (north end) operate Shirlington-Tysons Corner Center via McLean Sta. 23B (south end) Ballston-Crystal City. Adjust trip times at Crystal City end to coordinate with Crystal City-Potomac Yard transitway slots to the extent possible. 2) Discontinue 23C (McLean-Langley segment replaced by proposed Fairfax Connector 724). Off peak and weekends: operate 23A between Tysons Corner Center and Crystal City.	(1)	(\$545,000)
24T	McLean Hamlet-East Falls Church	NR	Discontinue (replaced by 15K,L and proposed Fairfax Connector 724).	(2)	(\$473,000)
28A	Leesburg Pike	R	Reroute at Tysons Corner Center to serve Tysons Corner Station.	1	\$102,000
28T	Tysons Corner-West Falls Church	R	Discontinue (replaced by 28A,X, Fairfax Connector Tysons Circulator service)	(5)	(\$1,128,000)
28X	Leesburg Pike Limited	R	Reroute Tysons trips to serve Tysons Corner Station	N/C	\$84,000

Fairfax Connector:

- Implementation of a circulator bus system within Tysons Corner
- Addition of 12 new routes (Tysons, McLean, Reston)
- Enhancement/Realignment: Modification of 17 routes
- Nine routes recommended for Elimination

Loudoun County

- Express bus service currently provided from Loudoun County to West Falls Church Station will be rerouted to Wiehle Ave Station and will utilize the bus bays on the Toll Road Ramps.
- Modifications to seven routes.

Prince William County:

- Express bus service currently provided from Prince William County on I-66 to Vienna and West Falls Church Stations will be rerouted to the Tysons Central Station where it will provide connection to the Metrorail and the Tysons Corner area.
- Modifications to three routes.

Washington Flyer Service:

- Express bus service between the Airport and West Falls Church Station will be rerouted to Wiehle Ave. Station.
- Modification to one route.

To provide an alternative to Blue Line riders after Rush Plus was introduced, WMATA and Arlington County implemented bus service changes that provide an alternative for riders in Arlington County to access either downtown DC or the Rosslyn area of Arlington County.

The following are new services recently implemented:

- Metrobus Service:
 - Extended the 10E, 9E extension to Rosslyn
 - Enhanced 16Y from Columbia Pike to Farragut Square with 7 minute peak hours managed headways
 - Created and extended 16F to Federal Triangle
 - Created 7Y and extended to Federal Triangle

- ART:
 - Enhanced existing ART 41 from Columbia Pike to Courthouse
 - Created new ART 45 from Columbia Heights West to Rosslyn
 - Created new ART 77 from Shirlington to Rosslyn

The following bus routes also provide alternatives:

- Metrobus
 - 10B Old Town to Ballston
 - 23A Crystal City to Ballston on to Tysons (improved service)
 - 22A, including Saturday service
 - 22B trips between Ballston and Barcroft
 - 25B from Van Dorn to Ballston
 - 28A and created Metro Extra 28X between King Street Station and Tysons
- ART:
 - 42 from Pentagon to Ballston

This integrated bus plan will result in a coordinated bus network that will:

- Integrate bus and rail service for greater customer ease and satisfaction
- Serve new markets
- Improve reliability and service efficiency
- Improves efficient use of Metrobus fleet—no additional buses required

ALTERNATIVES

With the opening of the new Silver Line the bus network needs to be restructured to reflect the new service demands. The jurisdictions have worked cooperatively with WMATA to develop this integrated plan. There is no alternative to the implementation if the local service needs are to be met.

FUNDING IMPACT

There is no budget impact on WMATA as a result of the overall plan.

MEAD AMOUNT

\$0

TIMELINE

Previous Actions	The Board approved the WMATA Metrobus route improvements at the December 2012 Board meeting.
	Presented the Silver Line Rail Operating Plan to the Customer Service and Operations Committee December 2012.

RECOMMENDATION

No recommendation, information item only.

ELECTRONIC ATTACHMENTS

None



Washington Metropolitan Area Transit Authority

Silver Line Integrated Bus Service Plan

Customer Service and Operations Committee
January 10, 2013



Integrated Bus Plan

- WMATA led coordination effort:
 - Complement the new Silver Line
 - Improve reliability and service
 - Adjust service for changing ridership patterns and traffic conditions





Bus Service Changes Overview

- Currently 60 bus routes available by 5 different carriers:
 - 36 Fairfax Connector
 - 7 Loudoun County
 - 1 Washington Flyer
 - 13 Metro
 - 3 Prince William County
- Route changes include:
 - 12 new
 - 39 modifications
 - 11 eliminations



Bus Service Changes

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- Reviews with jurisdictional partners continue
- Ridership demand will determine additional service



Relief for Blue Line Riders - Bus Service Changes

- Metrobus Service:
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Relief for Blue Line Riders – Other Existing Bus Services

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Anticipated Results

- Integrate bus and rail service for greater customer ease and satisfaction
- Serve new markets
- Improve reliability and service efficiency
- Improves efficient use of Metrobus fleet—no additional buses required



APPENDIX



Rail Service Plan

Line	From	To	Peak Headway	Mid-Day Headway
Silver	Wiehle Ave	Largo	6 min	12 min
Orange	Vienna	New Carrollton	6 min	12 min
Blue	Franconia -Spr	Largo	12 min	12 min
Green	Greenbelt	Branch Ave	6 min	12 min
Yellow A	Huntington	Mount Vernon	6 min	n/a
Yellow B	Huntington	Ft. Totten	n/a	12 min
Yellow +	Franconia-Spr	Greenbelt	12 min.	n/a
Red	Shady Grove	Glenmont	3-6 min	6-12 min



Service Hours and Headways conform to Board adopted Metrorail Service Standards



Metrobus Service Changes by Route

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