



**Finance, Administration and Oversight Committee**

**Action Item VI-A**

**February 12, 2009**

**16<sup>th</sup> Street Line Reimbursable Bus Service**

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

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100175	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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**TITLE:**

Increase Metrobus Service on 16th Street, NW

**PURPOSE:**

To request Board approval for the implementation of peak period limited-stop service on Metrobus Route S9 as a demonstration bus service project on 16th Street NW, in the District of Columbia, effective March 29, 2009; and to amend the FY09 budget and adjust the FY 2010 proposed budget accordingly.

**DESCRIPTION:**

WMATA, in partnership with the District Department of Transportation (DDOT), has since April 2008 been studying ways of improving transit service along the 16<sup>th</sup> Street Line corridor. Current 16<sup>th</sup> Street Line service runs from Silver Spring, Maryland (S2, S4) and 14<sup>th</sup> Street and Missouri Avenue, NW (S1, S2/) to Potomac Park/State Department (S1), McPherson Square (S2/) and Federal Triangle (S2, S4).

The 16<sup>th</sup> Street Line is part of the Metrobus Priority Corridor Network, has over 16,000 daily riders, and has the third highest ridership of any Metrobus line. However, because of its popularity and heavy traffic along its route, the line suffers from overcrowding, bus bunching and delays.

Following an extensive public involvement process including a rider survey and two public meetings, the study has developed a number of short-term and long-term recommendations for improvements to service, operations, stops and facilities, customer information, traffic operations and management, vehicle and vehicle assignments and fare collection. The recommended service improvements effective March 29, 2009 include:

- New peak period limited-stop service on Route S9 between Silver Spring and McPherson Square;
- Enhanced supervision to improve Line reliability.

This action is to implement the new peak period limited-stop service and provide two additional street supervisors to manage the service. This project is a 15-

month demonstration that will be fully funded by the District of Columbia during the demonstration period.

Status reports on the performance of the S9 will be provided to the Finance, Administration and Oversight Committee after 6 months and 12 months, and prior to consideration for funding the S9 as a regional bus route.

The measures of success for this project will be based on productivity goals of 2,800 weekday passengers, 35 passengers per trip, 4.8 passengers per revenue mile and a 32% cost recovery by March 2010.

**FUNDING IMPACT:**

Budget: **Operating Budget, Fiscal 2009**

Office: **Bus**

This Action: **\$407,500**

Remarks: This item is recommended as part of the Regional Metrobus Priority Corridor Network Program

Item	FY 2009	FY 2010
Revenue	\$ 144,000	\$ 576,000
Expense	\$ 551,500	\$ 2,206,000
Subsidy	\$ 407,500	\$ 1,630,000

**RECOMMENDATION:**

Approval to implement peak period limited-stop service on Metrobus Route S9 as a demonstration bus service project on 16th Street NW in the District of Columbia effective March 29, 2009; and to amend the FY09 budget and adjust the proposed FY10 budget accordingly. During the demonstration period this service will be funded entirely by the District of Columbia.



# **INCREASE METROBUS SERVICE ON 16<sup>TH</sup> STREET NW**

*Presented to the Board of Directors:*

**Finance, Administration and Oversight  
Committee**

February 12, 2009





# Purpose

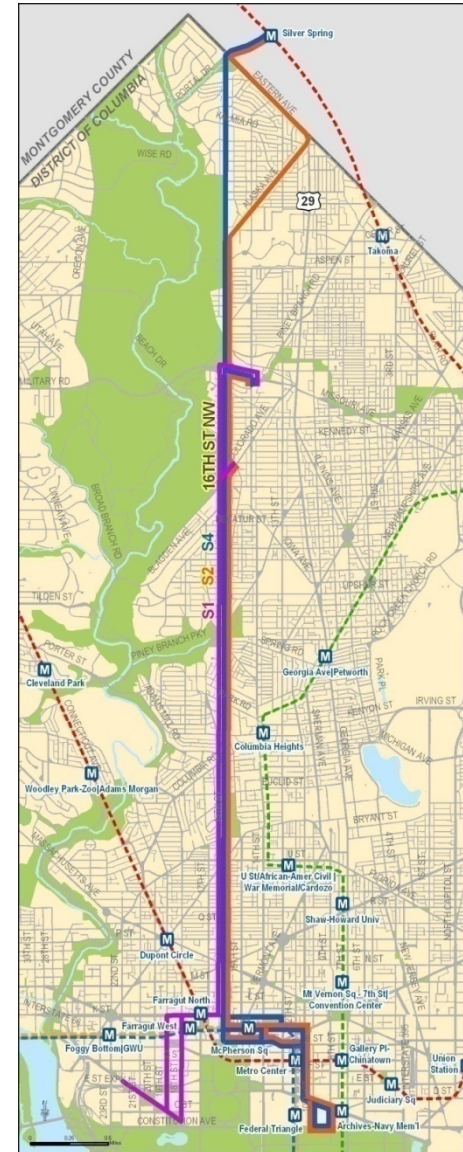
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To request Board approval for the implementation of peak period limited-stop service on Metrobus Route S9 as a demonstration bus service project on 16<sup>th</sup> Street NW in the District of Columbia effective March 29, 2009; and to amend the FY09 budget and adjust the proposed FY10 budget accordingly



# Background

- The 16<sup>th</sup> Street Line carries over 16,000 daily riders
- A Corridor Development Study was conducted between April and December 2008 and identified the following critical issues effecting service performance:
  - Bus bunching
  - Poor schedule adherence
  - Passenger crowding

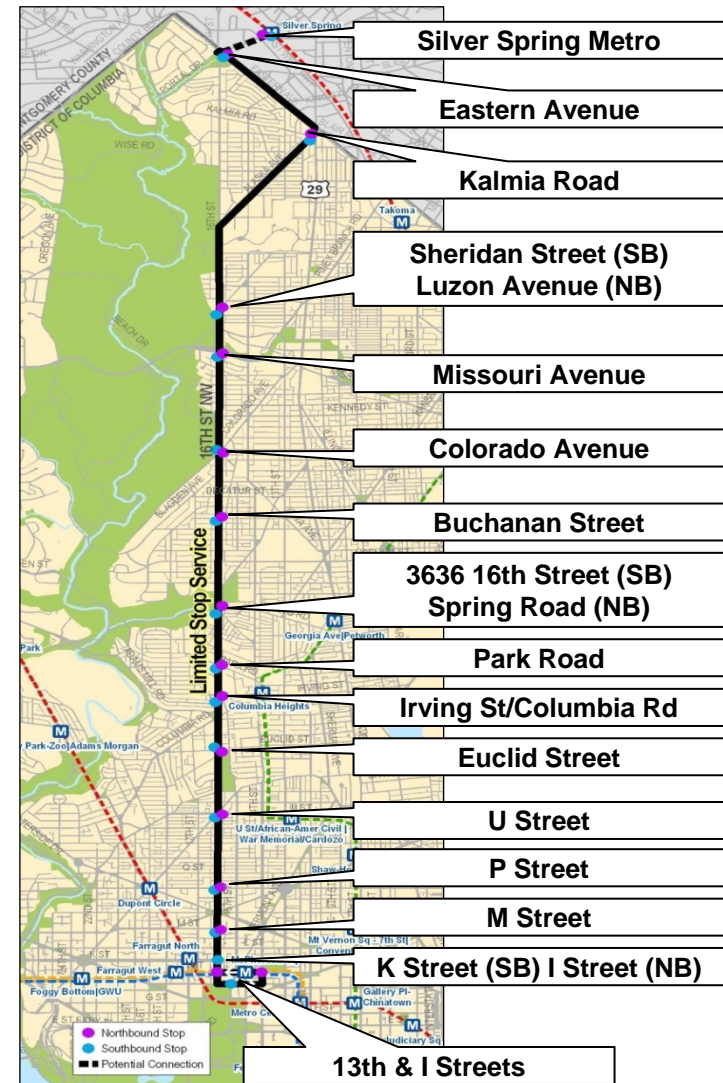




# Phase 1 Improvements (March 29, 2009)

- The Study recommends providing peak period Route S9 limited stop service to improve performance:
  - Span of service
    - 6:30 am - 10:00 am
    - 3:00 pm - 7:00 pm
  - 10 minute frequency
  - 16 stops in each direction
  - 6-8 minute travel time savings
  - 2 additional dedicated supervisors

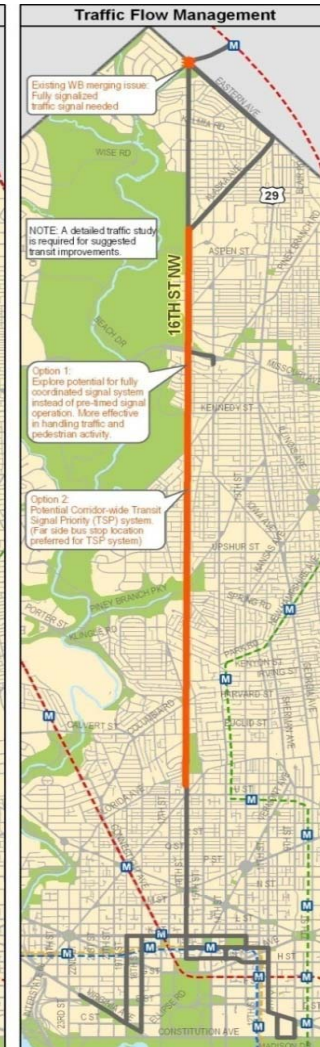
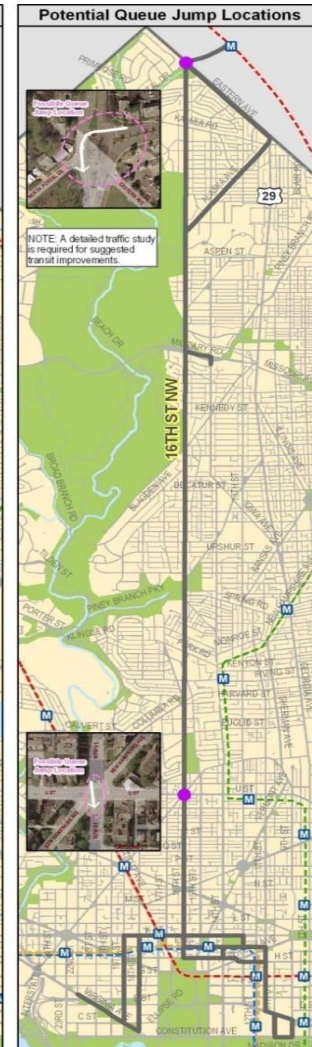
## New Route S9 Service





# Future Improvements Under Consideration

- Provide short-turn S3 service
- Provide evening and mid-day limited stop service
- Provide signal priority and queue jump lanes
- Provide dedicated peak-hour bus-only lanes







# Route S9 Measure of Success Increased Productivity

<b>Bus Productivity Measure</b>	<b>Jul - Dec 2008 System Average</b>	<b>Route S9 Goal March 2010</b>
<b>Weekday Passengers</b>	n/a	2,800
<b>Passengers Per Trip</b>	34	35
<b>Passengers per Revenue Mile</b>	3.9	4.8
<b>Cost Recovery</b>	29.1%	32%
<b>Operating Speed</b>	n/a	+15% (vs. S2/S4)



# Funding Impact

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- Funding is available from the District of Columbia for the 16<sup>th</sup> Street limited stop S9 service and 2 additional street supervisors
- The demonstration project, fully funded by the District of Columbia during the demonstration period, would have the following budget impact:

	FY 09	FY 10	Total-15 Months
Revenue	\$ 144,000	\$ 576,000	\$ 720,000
Operating Cost	\$ 551,500	\$ 2,206,000	\$ 2,757,000
Subsidy	\$ 407,500	\$ 1,630,000	\$ 2,037,000



# Next Steps

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- Implement service on March 29, 2009
- Monitor performance
- Provide status report to Customer Services and Operations Committee after 6 months and 12 months



# Recommendation

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- Approve the implementation of peak period limited-stop service on Metrobus Route S9 as a demonstration bus service project on 16<sup>th</sup> Street NW, fully funded by the District of Columbia during the demonstration period, effective March 29, 2009.
- Amend the FY09 budget and adjust the proposed FY10 budget accordingly .

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Office of the Director

February 5, 2009

John B. Catoe, Jr.  
General Manager  
Washington Metropolitan Area Transit Authority  
600 5<sup>th</sup> Street, NW  
Washington, DC 20001

Dear Mr. Catoe:

This letter authorizes WMATA to implement reimbursable Metrobus Route S9 limited stop service between the Silver Spring Metro station and Franklin Square via Eastern Avenue, Alaska Avenue and 16<sup>th</sup> Street at ten-minute headways during AM and PM peak periods. This route will provide better reliability, improved frequency, additional capacity and faster service in this heavily used transit corridor.

Funding for the operating subsidy associated with this requested service, not to exceed \$407,500 in FY 2009, will be provided by the District of Columbia.

It is our understanding that this service will be implemented in March 2009.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gabe Klein', written over a horizontal line.

Gabe Klein  
Acting Director

cc: Freddie C. Fuller II, Associate Director, DDOT Mass Transit Administration  
Matt Brown, Deputy Director, DDOT Resource Management  
James Hamre, WMATA – Senior Planning Manager

**SUBJECT: IMPLEMENTATION OF A DEMONSTRATION BUS SERVICE PROJECT, LIMITED STOP METROBUS ROUTE S9, ON 16<sup>TH</sup> STREET IN THE DISTRICT OF COLUMBIA AND AMEND THE FY09 OPERATING BUDGET AND ADJUST THE FY10 PROPOSED BUDGET**

**PROPOSED  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Metrobus 16<sup>th</sup> Street Line has the third highest ridership of any Metrobus line with over 16,000 daily riders providing bus service from Silver Spring along 16<sup>th</sup> Street, NW to Downtown at Federal Triangle and Potomac Park/State Department; and

WHEREAS, The 16<sup>th</sup> Street Line suffers from continuing performance-related problems including schedule adherence, bus bunching, passenger crowding and traffic congestion; and

WHEREAS, Between April and December 2008, the Washington Metropolitan Area Transit Authority, in partnership with the District Department of Transportation, studied ways of improving transit service along Metrobus Routes S1, S2 and S4 (collectively called the 16<sup>th</sup> Street Line); and

WHEREAS, This study process included substantial public input and participation in developing recommendations to respond to customer needs, minimize costs and enhance line effectiveness and performance; and

WHEREAS, As the first phase of service improvements on the 16<sup>th</sup> Street Line, it is proposed to add Route S9 limited-stop peak period service on weekdays between 6:30 A.M. and 10:00 A.M. and between 3:00 P.M. and 7:00 P.M. at a frequency of every 10 minutes; and

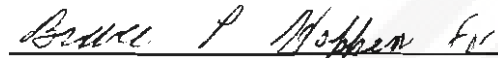
WHEREAS, The District of Columbia is providing funding support for rapid bus/limited-stop services including \$407,500 in FY09 and \$1,630,000 in FY10 for the 16<sup>th</sup> Street service; now, therefore be it

*RESOLVED*, That the Board of Directors approves the implementation of peak period limited-stop service on Route S9 as a demonstration project, fully funded by the District of Columbia during the demonstration period, effective March 29, 2009; and be it further

*RESOLVED*, That the Board of Directors amends the budget to increase the Metrobus subsidy by \$407,500 in FY09 and \$1,630,000 in FY10 to be paid by the District of Columbia; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe  
General Counsel