

Board Request: [Detailed information on bus route 5A DC-Dulless Airport](#)

Date Requested: [2/23/2006](#)  
Tracking Number: [29](#)  
Assigned to Dept/Office: [OPER](#)  
Contact Person: [Jim Hughes](#)

**Executive Summary Reply:**

Metrobus Route 5A was established in December 2000 in order to provide direct, low cost reverse commute service for District residents to access jobs in the Dulles corridor. Service is provided once an hour over an 18-hour span every day of the week. The route operates between L'Enfant Plaza and Dulles Airport via I-66 and the Dulles Access/Toll Road, with intermediate stops at Rosslyn and Herndon-Monroe Park & Ride. Off-peak and weekend trips also stop at the Tysons-Westpark Transit Center. Passengers pay the \$3.00 express fare. Daily ridership averages 884 on weekdays and 662 on weekends.

In addition to reverse commute passengers traveling to jobs in the Dulles corridor, the route is used by suburban residents commuting to jobs in Arlington and the District and also by a growing number of air travelers. Recently, there have been many reports of overcrowded trips at various times of the day, with riders forced to stand for 30 minutes or more, and occasional pass-ups because buses were full. This crowding and the amount of luggage carried on board is contributing to late trips due to excessive stop dwell times, and passengers comment about safety concerns due to luggage in the aisle.

It is proposed to increase the frequency of weekday service from every 60 minutes to every 40 minutes in order to spread the loads and reduce crowding. It is also proposed to eliminate the Tysons-Westpark stop, which is used by less than one passenger per trip and represents only two percent of 5A ridership. Alternative service to Tysons-Westpark is available using Metrorail and other bus routes. Elimination of this stop would save 4-6 minutes per trip, resulting in improved schedule adherence for the remaining 98 percent of riders.

FY2006 Budget  
Board Budget Committee request for information

---

Board Request: **Schedule public hearings for bus and rail system service changes prior to FY07 operating budget finalization.**

Date Requested: [2/23/2006](#)  
Tracking Number: [30](#)  
Assigned to Dept/Office: [OPER](#)  
Contact Person: [Jim Hughes](#)

**Executive Summary Reply:**

OPAS will prepare a Staff Summary Sheet for March 16, 2006 Board Meeting and schedule public hearings for the bus and rail service changes prior to the FY07 budget finalization.

Board Request: **Present proposed FY07 above guidance for enhancing security at Metrobus facilities (\$1.8M) in detail.**

Date Requested: [2/23/2006](#)

Tracking Number: [31](#)

Assigned to Dept/Office: [OPER](#)

Contact Person: [Jim Hughes](#)

**Executive Summary Reply:**

MTPD presented this item at the February 23, 2006 Budget Committee meeting. The proposed expense was presented at the Budget Committee on March 9 as part of the FY07 operating budget update.

Board Request: **Hold regional bus operations convention to exchange ideas and coordinate requirements to better serve Metrobus and jurisdictional bus customers.**

Date Requested: 2/23/2006  
Tracking Number: 32  
Assigned to Dept/Office: PDEC  
Contact Person: Takis Salpeas

**Executive Summary Reply:**

**Purpose**

The purpose of the symposium is to achieve a consensus regional work-plan for improving the performance of the bus system in three areas: (1) reducing bus running-way times through priority bus treatments, (2) regional standards for bus stop facilities, maintenance, and accessibility; and (3) regional integration of customer information.

We propose that the Regional Bus Symposium be held in the November 2006 to provide time to prepare for the event.

**Objectives**

1. Develop a framework for a regional agreement on traffic management in support of bus operations, bus stop accessibility, maintenance and facility standards; bus branding and bus facility consolidation
2. Highlight examples of world class bus systems
3. Showcase innovations in technology for customer information, management and vehicles
4. Produce an action plan for integrating regional bus service.
5. Action plan for improving customer information.

**Issues to Be Addressed**

Based on the discussion at the RMI planning session, WMATA proposed to focus on improving bus services through three priority strategies:

**A. Bus Stop Improvement and Maintenance Strategy**

- o County franchise advertising agreements to replace and maintain shelters
- o Bus stop maintenance including trash removal, snow removal, etc.
- o Accessibility to bus stops
- o Pedestrian safety
- o Regional Bus Stop Inventory & Database

**B. Bus Travel Times and Traffic Signal Priority**

- o Identify corridors for deployment of transit signal priority
- o Review opportunities for running way improvements (bus lanes, queue jumps, limited stops, etc.)
- o Traffic bottlenecks affecting auto and bus traffic
- o Parking management and enforcement

**C. ITS and Real-time Bus Information**

- o WMATA will launch the first demonstration projects in Summer 2006 – what are the results and lessons learned
- o Integration of local operators information with WMATA real-time information
- o Bus operations data warehouse and sharing of bus performance data with regional partners

**Estimated Cost: \$850,000**

Board Request: [Update on elimination of service cutback on Red Line.](#)

Date Requested: [2/23/2006](#)  
Tracking Number: [33](#)  
Assigned to Dept/Office: [OPER](#)  
Contact Person: [Jim Hughes](#)

**Executive Summary Reply:**

Staff is preparing an analysis of the costs associated with eliminating the Red line turnbacks at Grosvenor-Strathmore and Silver Spring stations. Staff will present it to the Planning and Development Committee in Spring.

FY2006 Budget  
Board Budget Committee request for information

Board Request: **Summary of ridership for additional relief of overcrowding (unfunded).**

Date Requested: 2/23/2006  
Tracking Number: 34  
Assigned to Dept/Office: OPER  
Contact Person: Jim Hughes

**Executive Summary Reply:**

Line	Reg/Non Description	Load Factor	Avg Daily Ridership			Subsidy Increase
			Week	Sat	Sun	
<b>1st Year</b>						
District	D8 - Hospital Center	Non-Reg	Weekday headway improvement for overcrowding			\$0.2
	H8 - Park Rd.-Brookland	Non-Reg	Weekday running time improvement *			0.3
	U6 - Mayfair-Marshall Heights	Non-Reg	WK/SA/SU headway improvement for overcrowding			0.3
	M6 - Fairfax Village	Non-Reg	Weekday running time *			0.2
Total District						<u>\$1.0</u>
Maryland	Q2 - Veirs Mills rd.	Reg	Weekend improvements for crowding and running time			\$0.6
	Z8 - Fairland	Reg	Weekend improvements for crowding and running time			0.3
Total Maryland						<u>\$1.0</u>
<b>Grand Total 1st Year (\$ Millions)</b> .....						<u><u>\$2.0</u></u>
<b>2nd Year</b>						
District	90,92 - U St.-Garfield	Reg	Weekday headway improvement for overcrowding			\$0.3
	S2,4 - 16th St.	Reg	Weekday running time improvement *			0.3
	H2,3,4 - Crosstown	Reg	WK/SA/SU improvements for crowding and running tir			0.4
Total District						<u>\$1.0</u>
Maryland	Y5,7,8,9 - Georgia Ave.-MD.	Reg	Weekday improvements for crowding and running time			\$0.2
	T18 - Annapolis rd.	Reg	Weekday improvements for crowding and running time			0.2
	Q2 - Veirs Mills rd.	Reg	Weekday running time improvement *			0.3
Total Maryland						<u>\$0.6</u>
Virginia	23A,C - McLean Crystal City	Reg	Weekday running time improvements *			\$0.3
	16G,H,K,W - Columbia Hts West	Reg	Weekday running time improvement *			0.3
	2A,B,C,G - Washington Blvd.	Reg	Weekday running time improvements *			0.3
Total Virginia						<u>\$0.8</u>
<b>Grand Total 2nd Year (\$ Millions)</b> .....						<u><u>\$2.3</u></u>
<b>Grand Total Both Years (\$ Millions)</b> .....						<u><u>\$4.3</u></u>

\* Current service guidelines for running time. Service may be added if running time is insufficient and more then 33% of the trips on a line within a 30 min. period during the peak, or a 60 min. period during the off-peak are not able to start their next cycle on-time

Board Request: **Include budget in FY07 for bus and rail ridership survey.**

Date Requested: [2/23/2006](#)  
Tracking Number: [35](#)  
Assigned to Dept/Office: [CFO/FIMA](#)  
Contact Person: [Rick Harcum](#)

**Executive Summary Reply:**

Staff will develop a cost estimate for a bus and rail passenger survey. The estimate will be provided when the staff presents the 3rd quarter financial report scheduled for May.

Board Request: **Economic analysis of shifting work patterns that affect off-peak ridership.**

Date Requested: 2/23/2006  
Tracking Number: 36  
Assigned to Dept/Office: PDEC  
Contact Person: Takis Salpeas/Edward Thomas

**Executive Summary Reply:**

Catherine Hudgins asked that WMATA staff prepare a plan of work for an analysis of shifting work patterns related to Prince William County's non-membership in the WMATA compact and its residents' use of WMATA services. BPPD has been assigned this task.

BPPD will analyze expected population and employment growth in Northern Virginia in the 2000-2030 timeframe. This will be based on MWCOC's most recent cooperative forecast and is provided for your information.

To obtain information on transit ridership rates, we propose using suggest obtaining baseline transit use data (COG, Census, WMATA, etc.) that corresponds to the baseline dates in the attached file, and future transit use data. This would include Metro ridership data from our past surveys, identification of total transit ridership in Prince William from other transit service providers, etc.).

Based on the above, we expect to generate an expected transit mode share for job and population growth in Prince William County, and a Metro "market share" of that data, and some kind of relationship over time between the generation of new Metro riders and new population and employment in Prince William County. We could then apply this relationship to population and employment growth and try to "forecast" new ridership being generated by Prince William County people.

The analysis will take 30-45 days to complete and will be submitted to the Committee





FY2006 Budget  
Board Budget Committee request for information

---

<b>BBC Date</b>	<b>Tracking #</b>	<b>Question/Requested Information</b>
23-Feb-06	29	Detailed information on bus route 5A DC-Dulless Airport
23-Feb-06	30	Schedule public hearings for bus and rail system service changes prior to FY07 operating budget finalization.
23-Feb-06	31	Present proposed FY07 above guidance for enhancing security at Metrobus facilities (\$1.8M) in detail.
23-Feb-06	32	Hold regional bus operations convention to exchange ideas and coordinate requirements to better serve Metrobus and jurisdictional bus customers.
23-Feb-06	33	Hold regional bus operations convention to exchange ideas and coordinate requirements to better serve Metrobus and jurisdictional bus customers.
23-Feb-06	34	Summary of ridership for additional relief of overcrowding (unfunded).
23-Feb-06	35	Include budget in FY07 for bus and rail ridership survey.
23-Feb-06	36	Economic analysis of shifting work patterns that affect off-peak ridership.