



Washington Metropolitan Area Transit Authority SERVICE CHANGE STAFF SUMMARY SHEET

ROUTING	TO	BY DATE	FOR	DATE:
1	CEO	5/6/05	1	APPROVAL
			2,3	VOTE
2	BUDGET COMMITTEE	5/12/05		CONCURRENCE
				INFORMATION
3	BOARD	5/19/05		

SUBJECT
Staff Report and Recommendations on Proposed Restructuring of Non-Regional Metrobus Service in the I-66/Centreville Corridor in Fairfax County, Virginia (Docket No. B05-2)

PREPARED BY: OPAS - V. Jackson
V. Jackson

EXTENSION: x 2237

DEPT. APPROVAL:
AGM/OPER - J. Hughes

CATEGORIES:

- | | | | | |
|---|---|---|--|---|
| <input checked="" type="checkbox"/> BUS | <input checked="" type="checkbox"/> MAJOR | <input checked="" type="checkbox"/> FREQUENCY | <input type="checkbox"/> PUBLIC HEARING REQUIRED | <input checked="" type="checkbox"/> ROUTE ANALYSIS ATTACHED |
| <input type="checkbox"/> RAPID TRANSIT | <input type="checkbox"/> MINOR | <input checked="" type="checkbox"/> SPAN | <input type="checkbox"/> IS | <input type="checkbox"/> IS NOT |
| <input type="checkbox"/> STATIONS | | <input checked="" type="checkbox"/> ROUTING | <input checked="" type="checkbox"/> IS NOT | |

PURPOSE

To request Board approval of the staff report and recommendations on the proposed restructuring of non-regional Metrobus Routes 12C, 12D, 12E, 12F, 12L, 12M, 12R, 12S, and the implementation of non-regional Metrobus Route 12A in the I-66/Centreville corridor in Fairfax County, Virginia.

DISCUSSION

A public hearing was conducted in Fairfax County on Wednesday, February 16, 2005, on the proposed service restructuring plan. Fifteen persons attended the hearing and eight witnesses testified for the record. Twenty-three letters and emails were received for the record. Two witnesses supported portions of the proposal. Four witnesses and 8 letters/emails opposed the proposed elimination of 12C service on Awbrey Patent and Newton Patent Drives in Centreville. Four of the witnesses also requested earlier morning or later evening trips, or more frequent service beyond the level of service recommended in the proposal. Two witnesses and six letters supported the proposal to reroute 12S service via the Stringfellow Road HOV ramp.

COORDINATION (Routing)	Initial	Date	COMP	SECT	ENCLOSURES:
			<i>Peter</i>		
			4/26		
X	<i>JG</i>	4-25-05	<i>HB</i>		GENERAL MANAGER ACTION:
			4/28/05		<input checked="" type="checkbox"/> Approved
X					<input checked="" type="checkbox"/> Approved for Submission to the Board
					<i>James Barrett /for/</i>
					6/7/05
					Signature
					Date
X	<i>h</i>	4/26/05			BOARD ACTION:
					Approved by the Board of Directors on
					<i>J. Hughes</i>
					4/14/05
					Secretary

Service Change Staff Summary Sheet
Staff Report and Recommendations on
Proposed Restructuring of Non-Regional Metrobus Service
in the I-66/Centreville Corridor in Fairfax County, Virginia
Page 2

After reviewing the public hearing testimony and after coordination with Fairfax County staff, it is recommended that the modified service restructuring plan as described in the attached staff report be implemented. If approved, the service plan would be implemented on Monday, June 27, 2005 (no impact to FY05 budget).

ALTERNATIVES

1. Do not approve the recommended service restructuring plan.
2. Approve a different service restructuring plan.

PRIOR APPROVAL

On January 27, 2005, the Board authorized a public hearing on the proposed restructuring of non-regional Metrobus service in the I-66/Centreville corridor in Fairfax County, Virginia as described in Docket No. B05-2.

IMPACT ON FUNDING

The recommended service restructuring plan would have the following increase on Fairfax County's non-regional Metrobus costs, revenue and subsidy:

Annual Cost	\$413,000
Annual Revenue	\$20,000
Annual Subsidy	\$393,000

The proposed service plan would require three additional peak buses, four operators and one mechanic over presently scheduled service. These impacts are not included in the proposed Fiscal 2006 budget.

RECOMMENDATION

Approve the staff report and recommendations on the proposed restructuring of non-regional Metrobus Routes 12C, 12D, 12E, 12F, 12L, 12M, 12R, 12S, and the implementation of non-regional Metrobus Route 12A in the I-66/Centreville corridor in Fairfax County, Virginia.

**STAFF REPORT AND RECOMMENDATIONS ON
PROPOSED RESTRUCTURING OF NON-REGIONAL METROBUS SERVICE
IN THE I-66/CENTREVILLE CORRIDOR IN FAIRFAX COUNTY, VIRGINIA
DOCKET NO. B05-2**

I. BACKGROUND

Non-regional Metrobus Routes 12C through 12S operate weekdays only between the Vienna/Fairfax-GMU station and the Centreville area of western Fairfax County via the I-66 HOV lanes. Service is operated primarily during peak hours only, with some additional early afternoon and evening trips provided to accommodate customers on flexible work schedules. A total of 97 bus trips serving 1,600 daily riders are operated on the eight routes serving the Centreville area.

During the past two decades that Metrobus service has operated in the Centreville area, a number of service and fare initiatives, funded by Fairfax County, VDOT and VDR&PT were implemented for various reasons (e.g., widening of I-66 between Routes 50 and 234 in the mid-1990's) to encourage additional ridership and remove single occupant vehicles (SOV's) from I-66 during peak hours. As population in the Centreville area increased, park and ride lots were constructed and bus service expanded to accommodate the increasing number of riders desiring to access Metrorail at Vienna.

The last major service adjustments in the Centreville area were made in 1996 with the opening of the Centreville (Stone Road) Park & Ride Lot. Since 1996, an additional park and ride lot at Stringfellow Road, along with two HOV ramps (I-66 at Stringfellow Road and at Monument Drive) have been constructed to serve the growing number of commuters in the corridor.

With continuing development in the Centreville area, WMATA and Fairfax County determined that new opportunities again exist to attract additional riders and, consequently, remove SOV's from the increasingly congested inner portion of the I-66 corridor. Additionally, the pending closure of the auxiliary parking lot at Vienna/Fairfax-GMU station for the Metro West joint development project will displace almost 700 commuters currently utilizing the parking lot. Fairfax County expressed a desire to have adequate transit alternatives in place when the lot closes to divert these commuters to existing park and ride lots in the corridor and use Metrobus to access Metrorail at Vienna.

The goals of the proposed service restructuring plan were to: 1) provide an increased level of service to underutilized park and ride lots in the corridor, 2) serve new markets such as the townhome developments on Centreville Farms Road, as well as provide later evening service to Centreville area, and 3) rationalize the route

structure by having buses which serve the Stringfellow Road Park & Ride Lot use the Stringfellow HOV ramp, as well as restructuring routes serving the Sully Station and Little Rocky Run areas, and 4) improve schedule adherence. Approximately 115 weekday trips were proposed to be operated on Routes 12A through 12S, representing an overall service increase of 19 percent in the corridor.

A public hearing was held on Wednesday, February 16, 2005 on the proposed service restructuring plan. A total of 15 persons attended the public hearing and eight witnesses testified for the record.

II. REVIEW OF PUBLIC HEARING RECORD

The public hearing record consists of the notice of public hearing, the staff statement describing the proposals, transcripts of the proceedings, and written statements submitted for the record.

A. Public Notification

The official notice of the public hearing was published in The Washington Post newspaper pursuant to Article XIII, Section 62 (c) of the Washington Metropolitan Area Transit Authority compact. In addition, notices were posted in all of the Authority's vehicles operating in revenue service over the affected routes.

B. Review of Transcript

Public Hearing Number 517 was convened at 7:00 P.M. on Wednesday, February 16, 2005 at the Sully District Governmental Center, 4900 Stonecroft Boulevard, Chantilly, Virginia. Fifteen persons attended the hearing and eight witnesses testified for the record.

C. Additional Material Submitted for the Record

The record for the public hearing was held open for five days to receive additional comments and material from interested parties. Twenty-three letters and emails were received for the record.

III. DISCUSSION OF THE PUBLIC HEARING RECORD

The most significant issue raised by four of the eight witnesses and eight letters/emails submitted for the record was the proposed elimination of Route 12C service on Awbrey Patent and Newton Patent Drives in the Newgate area of Centreville. Riders said that elimination of the service would pose a hardship on

accessing transit service, as the nearest alternative service on Stone Road or at the Centreville Park & Ride Lot was not within a reasonable walking distance. Several witnesses stated the present Route 12C service through the Newgate neighborhood offers an attractive alternative to parking at the Centreville Park & Ride Lot, which is full by the middle of the A.M. rush.

Other significant issues raised by witnesses and letters submitted for the record were as follows:

- Opposition to and/or questions on the proposed elimination of Route 12S service on Fair Lakes Parkway (eight letters/emails).
- Endorsement of the proposal to reroute 12L and 12S via the Stringfellow Road HOV ramp (two speakers, six letters/emails). Both speakers requested that the hours of Stringfellow ramp be extended to accommodate earlier A.M. trips if necessary. (Subsequent to the hearing, the Fairfax County Department of Transportation submitted a request to VDOT to extend the hours of operation of the Stringfellow ramp to open at 5 A.M. instead of the present 5:30 A.M., and close at 8 P.M. instead of the present 7 P.M.)
- Endorsement of the proposal for new Route 12A and requests for earlier A.M. service to meet Orange Line trains at Vienna/Fairfax-GMU station between 5 and 5:30 A.M., plus requests for midday and later evening service (three speakers, three letters/emails).
- Endorsement of the proposal to provide new service on Centreville Farms Road (one speaker, two letters/emails).

IV. MINORITY OR LOW INCOME AREA IMPACT

The recommended service changes will not have a negative impact on minority or low income passengers.

V. RECOMMENDATIONS

After review of the public hearing testimony and further review of ridership data by WMATA and Fairfax County staffs, the following service restructuring plan is recommended:

Centreville South Line, Routes 12A, 12E, 12F, 12G

Route 12A (advertised in hearing docket as the Centreville-Fair Lakes-Vienna Line) - Implement route as proposed. Include as part of the Centreville South Line

so that all trips serving the Centreville Methodist Church Park & Ride Lot and the Centreville south neighborhoods, south of Lee Highway, are shown on the same schedule. Four westbound trips will operate at approximately 1:32, 3:10, 7:50 and 8:20 P.M. (last trip adjusted from present 8:31 P.M.), replacing present 12E trips operating at these times.

Route 12E - No change in present route. Service reduced to operate A.M. and P.M. peak hours only (present early afternoon and evening trips changed to operate as Route 12A, above). Four A.M. eastbound and six P.M. westbound trips will be operated at a 35 minute frequency, with trip times adjusted to coordinate with revised Routes 12C and 12F at Centreville (Stone Road) Park & Ride Lot.

Route 12F - Implement five new A.M. eastbound (to Vienna) and seven P.M. westbound (from Vienna) trips operating every 35 minutes via the following modified route: From Braddock & Old Centreville Roads (present 12L terminal) continue Braddock Road, right Union Mill Road, right New Braddock Road, then via original proposal serving Centreville Methodist Church Park & Ride Lot, Centrewood Drive and Trinity Centre to the west intersection of Trinity Parkway & Lee Highway, then via Centreville (Stone Road) Park & Ride Lot, I-66 HOV lane to Vienna/Fairfax-GMU station. The recommended route is modified from the original proposal to operate via the Stone Road lot to provide a combined 10-12 minute frequency of service with Routes 12C and 12E to accommodate all riders between the park & ride lot and Vienna with seats throughout the entire A.M. and P.M. rush hours.

Route 12G - Present Route 12F counterflow trips (A.M. westbound from Vienna, P.M. eastbound to Vienna) will be redesignated as 12G with the west end of the route modified as follows: From Vienna/Fairfax-GMU station, via proposed route serving Trinity Centre and Centrewood Drive to Machen Road, then left Machen Road, left Centreville Road (Route 28), right Old Centreville Road, right Braddock Road to the present 12L terminal stand east of Old Centreville Road. Three A.M. westbound and five P.M. eastbound trips will operate at a 35 minute frequency.

Centreville North Line, Routes 12C, 12D

Route 12C - Modify original proposal to retain service via Awbrey Patent and Newton Patent Drives with a combined route serving the Sully Station, Newgate and London Towne neighborhoods as follows: (A.M. eastbound) - From the Sully Governmental Center Park & Ride Lot, via proposed route through Sully Station to the intersection of Sully Park Drive and Stone Road, then left Stone Road, right Braddock Road, right Newton Patent Drive, right Awbrey Patent Drive, left Stone Road, right Wycombe Street, continue present route through London Towne and via the Centreville (Stone Road) Park & Ride Lot to Vienna/Fairfax-GMU station. (P.M. westbound) - From Vienna/Fairfax-GMU station, operate via present route serving the Centreville (Stone Road) Park & Ride Lot and London Towne to the

intersection of Wycombe Street and Stone Road, then left Stone Road, right Braddock Road, right Newton Patent Drive, right Awbrey Patent Drive, cross Stone Road into Sully Park Drive and continue proposed route through Sully Station to the Sully Governmental Center Park & Ride Lot. P.M. trips returning in service as Route 12D will also serve the Westfields loop (Lee Road, Conference Center Drive) prior to terminating at the Sully Governmental Center lot to pick up eastbound customers to Vienna. The route via Awbrey Patent and Newton Patent Drives will operate in the same direction in A.M. and P.M. to eliminate a potentially unsafe P.M. left turn from Newton Patent Drive to Braddock Road. Six A.M. eastbound and six P.M. westbound trips will operate at a 35 minute frequency, with minor trip time adjustments to coordinate with revised Routes 12E and 12F at Centreville (Stone Road) Park & Ride Lot, as well as to accommodate the modified routing to retain service on Awbrey Patent and Newton Patent Drives.

Route 12D - Implement extension of existing counterflow (A.M. westbound, P.M. eastbound) service to operate between Vienna/Fairfax-GMU station and the western section of Westfields as proposed. Five A.M. and five P.M. trips will operate every 35 to 55 minutes.

Little Rocky Run - Vienna Line, Routes 12L, 12M

Route 12L - Implement as proposed. Route will start and end at the intersection of Union Mill Road & The Colonnade/Trey Lane and operate via Little Rocky Run, Centreville Farms Road, Stringfellow Road Park & Ride Lot and the Stringfellow Road HOV ramp to Vienna/Fairfax-GMU station. Six A.M. eastbound and six P.M. westbound trips will operate every 30 minutes, with trip times coordinated with Route 12S to provide a combined 15 minute frequency of service at Stringfellow Road Park & Ride Lot.

Route 12M - Modify from original proposal to operate as follows: Start and end A.M. westbound and P.M. eastbound counterflow trips at Union Mill Road & The Colonnade/Trey Lane and operate via Union Mill Road, right Lee Highway, left Stringfellow Road, Stringfellow Road Park & Ride Lot, right Fair Lakes Boulevard, right Fair Lakes Parkway, right Fairfax County Parkway, I-66 to Vienna/Fairfax-GMU station. Four A.M. and four P.M. trips will be operated to provide partial replacement service for Route 12S in the Fair Lakes area by scheduling trips to pass Stringfellow Park & Ride Lot for transfer connections with revised Routes 12L and 12S (e.g., in A.M. a customer on Fair Lakes Parkway would board a westbound 12M to Stringfellow Park & Ride Lot to transfer to an eastbound 12L or 12S to Vienna. There would be a 5 to 7 minute connection at the park & ride lot between Routes 12M and most 12L, 12S trips.).

Stringfellow Road - Vienna Line, Routes 12R, 12S

Route 12R - Implement as proposed. Four A.M. westbound and seven P.M. eastbound counterflow trips will operate every 30 minutes serving the eastern section of Westfields (Park Meadow and Newbrook Drives) and Vienna/Fairfax-GMU station. Also, in response to customer requests, the present early afternoon eastbound trip leaving Centreville Methodist Church Park & Ride Lot at 2:18 P.M. will be retained via its present route serving the eastern and western (Lee Road, Conference Center Drive) sections of Westfields, as well as the Centreville (Stone Road) and Sully Governmental Center Park & Ride Lots.

Route 12S - Implement as proposed. Eight A.M. eastbound and eight P.M. westbound trips will operate every 30 minutes between Park Meadow & Newbrook Drives, Poplar Tree Estates, Stringfellow Road Park & Ride Lot and Stringfellow Road HOV ramp to Vienna/Fairfax-GMU station. Trip times will be coordinated with Route 12L to provide a combined 15 minute frequency of service at Stringfellow Road Park & Ride Lot.

NUMBER OF WEEKDAY TRIPS

<u>Line</u>	<u>Present</u>	<u>Recommended</u>	<u>Change</u>
12A,E,F,G Centreville South	29	35	+6
12C,D Centreville North	21	24	+3
12L,M Little Rocky Run-Vienna	19	20	+1
12R,S Stringfellow Road-Vienna	<u>28</u>	<u>27</u>	<u>-1</u>
TOTAL	97	106	+9

The recommended service plan would increase Metrobus service in the I-66/Centreville corridor by 10 percent.