

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
202095

Resolution:
☒ Yes ☐ No

TITLE:

Continuation of Increased Peak Service on Red Line

PRESENTATION SUMMARY:

To provide a performance report of peak period Red Line service and recommend the Board approve the continuation of this increased peak service.

PURPOSE:

The Safety and Operations Committee will be provided a performance report on the increased peak service on the Red Line that commenced December 2018. Staff recommends that the Board approve the continuation of this increased peak service on the Red Line.

DESCRIPTION:

Key Highlights:

- There have been no negative impacts on service performance;
- Ridership in the areas west of Grosvenor station has increased; and
- Infrastructure analysis of yard operations is pending.

Background and History:

Effective December 17, 2018, peak period service on the Red Line was increased so that all service originates or terminates at Shady Grove station, eliminating the Grosvenor Turnback. Staff has studied the service performance of the increased service, ridership impacts, and passenger flow and requested an infrastructure analysis to be completed in the area.

Discussion:

Since the discontinuation of the Grosvenor Turnback in December 2018, staff has studied the impact on Red Line performance. Staff has found that the Red Line on-time performance (OTP) was 90.7 percent during the January - June 2019 period. This improvement was three percentage points better than the September - December 2018 time period and better than the 88 percent target. Customers at the stations with increased service (Shady Grove, Rockville, Twinbrook and White Flint) also saw improved OTP in the first six months of

2019 versus the last four months of 2018. Additionally, there were no reports of issues with train spacing, or Shady Grove terminal or Rail Control Center (ROCC) operations.

Red Line stations west of Grosvenor have seen three percent increased ridership, with Twinbrook experiencing ridership increases as high as eight percent during the January - June 2019 timeframe. Parking also increased four percent at stations outbound of Grosvenor, including an increase between six and nine percent at White Flint and Twinbrook stations. Despite increased ridership and parking, there were reduced instances of train overcrowding. Customers are also experiencing reduced waiting times at stations west of Grosvenor on the Red Line. It should be noted that with the service added effective July 1, 2019 that customer waiting times are also reduced outbound from Silver Spring station. Additionally, Yellow Line service improvements have lead to more one-seat rides and reduced crowding on the Green Line.

Station circulation has improved at Shady Grove station with passenger exit times improving 16 percent, ending the previous customer experience of queueing from platform to mezzanine to exit the stations during evening periods.

An engineering infrastructure analysis is scheduled to begin in six months. The original scope of work was expanded in Spring 2019 to include the July 1, 2019 elimination of the Red Line Silver Spring turnback and the Mt. Vernon Sq turnback on the Green/Yellow Lines. The focus of the engineering analysis is to reduce risk to reliability of the increased service and support infrastructure investments enabling full-line operations with respect to railyard capacity, terminal operations and ridership and crowding impacts. The study will also assess the needs under potential future reduced headways and deployment of 100% eight-car trains.

FUNDING IMPACT:

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| The funding for the elimination of the Red Line (Grosvenor) turnback is included in the FY20 budget. The study funding is included in the FY20 capital budget. | |
| Project Manager: | Joseph Leader |
| Project Department/Office: | COO |

TIMELINE:

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|---|---|
| Previous Actions | March 2019 – Provided memorandum updating the the Board regarding the elimination of the Grosvenor Turnback |
| Anticipated actions after presentation | July 2019 – Board approves the increased service of eliminating the Grosvenor Turnback |

RECOMMENDATION:

Board approval of increased peak period service through the elimination of the Grosvenor Turnback.

PRESENTED AND ADOPTED: July 25, 2019

SUBJECT: CONTINUATION OF INCREASED PEAK SERVICE ON THE RED LINE

2019-24

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

WHEREAS, In Resolution 2018-26, the Board approved (1) additional peak service on the Red Line, via elimination of the Grosvenor Turnback increasing service between Silver Spring and Glenmont, and the Title VI report; (2) directed the General Manager/Chief Executive Officer to provide a comprehensive report of increased peak period Red Line service; and (3) directed that the continuation of increased peak period Red Line service after FY2019 requires affirmation by the Board; and

WHEREAS, Red Line customers experienced improved performance from the increased peak service between January and June 2019; and

WHEREAS, Increased peak service on the Red Line has increased ridership and parking utilization and reduced train overcrowding;

NOW, THEREFORE, be it

RESOLVED, That the Board approves the continuation of the increased peak service on the Red Line; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with § 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure No.:
20.5.1 Rail Scheduling

**Motioned by Mr. Goldman, seconded by Mr. Graham
Ayes: 8- Mr. Smedberg, Mr. Bulger, Mr. Goldman, Mr. Rouse, Mr. Dorsey, Mr. Marootian, Mr. Graham and Mr. McMillin**