



Safety and Service Delivery Committee

Information Item III-A

March 8, 2018

Additional Red Line Service Options

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☐ Action ☒ Information

MEAD Number:
201963

Resolution:
☐ Yes ☒ No

TITLE:

Additional service on the Red Line

PRESENTATION SUMMARY:

To inform the Safety and Service Delivery Committee of alternatives for increased service on the Red Line and the steps to be taken for public participation.

PURPOSE:

The committee will be informed of the alternatives under consideration for increased service on the Red Line (Grosvenor Turnback Proposals) and the steps to be taken for public participation and comments on the alternatives.

DESCRIPTION:

Key Highlights:

Staff will conduct a public outreach process to solicit customer and local comments on the proposed alternatives for increased Red Line Service. Staff will also complete a Title VI equity analysis as required by the FTA. The results of the public process along with the Title VI analysis will be presented to the Board in July.

Background and History:

Board Resolution 2015-37 directed staff to prepare for Board's consideration a proposal for the elimination of the Grosvenor turnbacks, such that all trains will originate or terminate at Shady Grove, with a planned implementation date prior to the beginning of FY2019.

Discussion:

Currently the Red Line Service operates every eight minutes between Shady Grove and Glenmont (7.5 trips per hour) with additional service operating between Grosvenor and Silver Spring, providing a four minute headway between these locations (15 trips per hour).

Service alternatives: Three alternatives have been developed to increase the peak period service to Shady Grove, Rockville, Twinbrook and White Flint

stations. These alternatives will be the subject of a public participation process to solicit comments. The three service alternatives that are being analyzed and presented to the public for comment are:

- Alternative A: Full elimination of Grosvenor turn back with 15 trains per hour at Shady Grove, Rockville, Twinbrook and White Flint.
- Alternative B: Partial elimination of Grosvenor turn back to increase peak period service from 7.5 trains per hour to 12 trains per hour at Shady Grove, Rockville, Twinbrook, and White Flint stations.
- Alternative C: No change.

It is anticipated that the results of the public participation process and the Title VI analysis will be presented to the Safety and Service Delivery Committee in July 2018 and based on Board decision a recommendation will be presented to the Finance and Budget Committee for an implementation timeframe and any required FY19 Budget action.

In addition, staff is preparing a scope of work for an external consultant to identify any operational and infrastructure improvements that may enhance the increased service from Shady Grove to Grosvenor in a more reliable manner. Although not critical for implementing the enhanced service, the Development and Evaluation study is required to identify infrastructure improvements that will increase the reliability of this enhanced service. Any recommendations would be used as input into future capital programs.

FUNDING IMPACT:

This is an information item to present potential service increase alternatives for the Red Line. These options will be presented to the public and a recommendation will be brought back to the board this summer.

TIMELINE:

Previous Actions	Board Resolution 2015-37 directed staff to prepare for Board's consideration a proposal for the elimination of the Grosvenor turnbacks, such that all trains will originate or terminate at Shady Grove, with a planned implementation date prior to the beginning of FY2019
Anticipated actions after presentation	Staff will conduct the public participation process for the alternatives



Washington Metropolitan Area Transit Authority

Alternatives for Additional Red Line Service

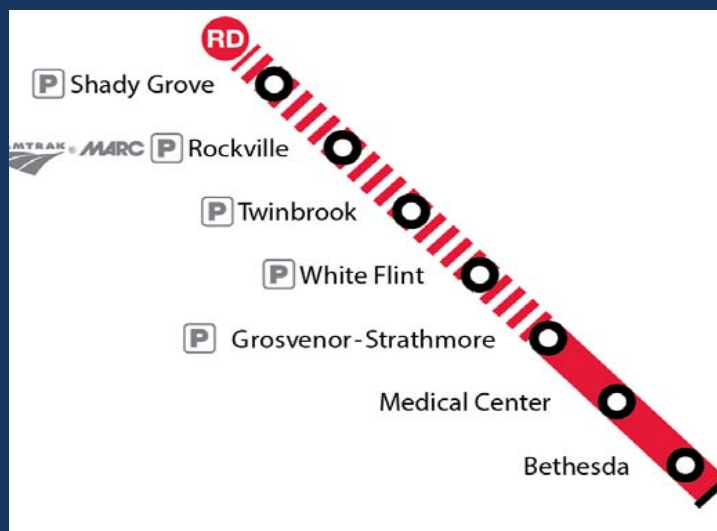
Grosvenor Turnback Proposals

Safety and Service Delivery Committee
March 8, 2018



Purpose

To inform the board of alternatives for increasing Red Line weekday peak period service to Shady Grove, Rockville, Twinbrook and White Flint Stations (modify the Grosvenor turnback)



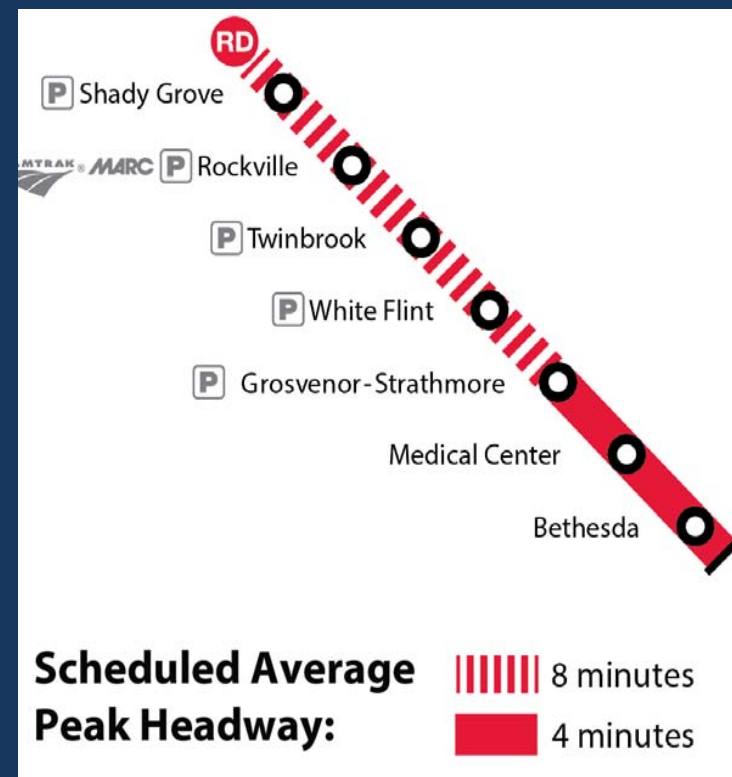


Current Peak Period Service

Red Line service between 6:30 AM to 9:30 AM and 3:30 PM to 7 PM:

- Service to Shady Grove, Rockville, Twinbrook and White Flint stations operates every 8 minutes – 7.5 trips per hour
- Service to Grosvenor and downtown stations operate every 4 minutes – 15 trains per hour
- At all other times trains serve Shady Grove

Current Peak Frequency





History of Service Levels and Performance

Timeframe	Headway/ # of Trains per Hour		Performance
	Shady Grove to White Flint	Grosvenor to downtown	
Opening (1984) to 2004	6 min/10 trains	3 min/20 trains	On par with system
April 2004 - June 2010	5 min/12 trains	2.5 min/24 trains	Delays and congestion
June 2010 - June 2017	6 min/10 trains	3 min/20 trains	Delays for multiple reasons*
June 2017 - present	8 min/7.5 trains	4 min/15 trains	Improved performance

* During this period not operating ATO, SafeTrack and other operational issues



Service Alternatives

Three options proposed for analysis and public input:

A

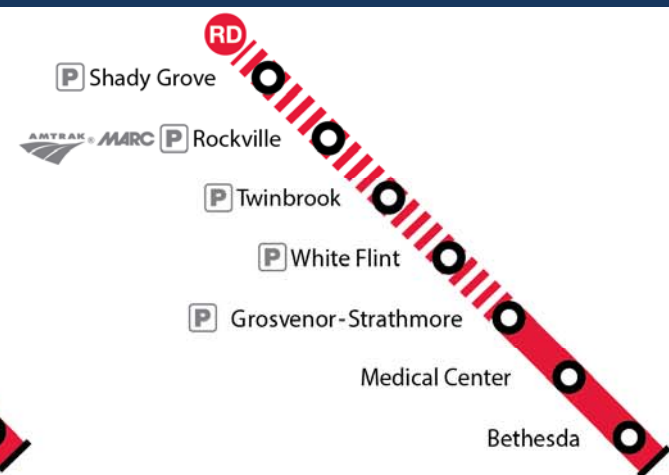
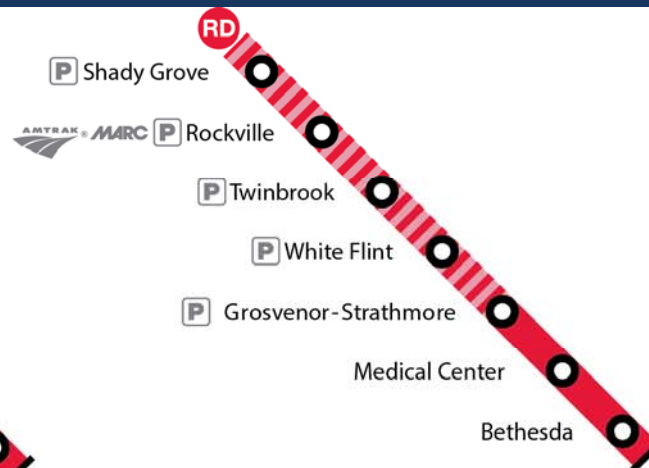
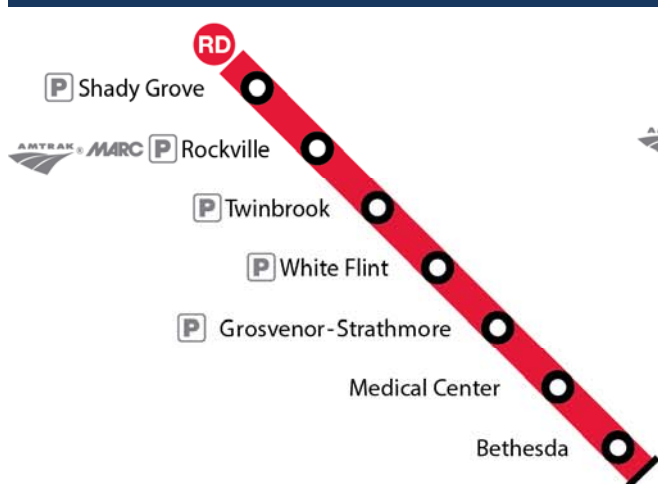
Full Elimination of the Grosvenor Turnback

B




Partial Elimination of the Turnback

C

No Change

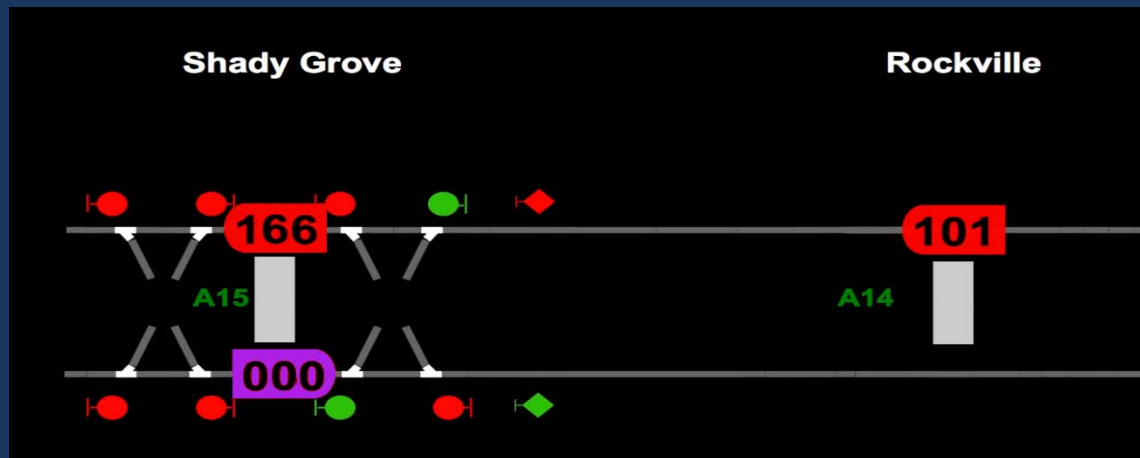


Scheduled Average Peak Headway:

-  4 minutes (15 trips per hour)
-  Uneven 5 minutes (12 trips per hour)
-  8 minutes (7-8 trips per hour)

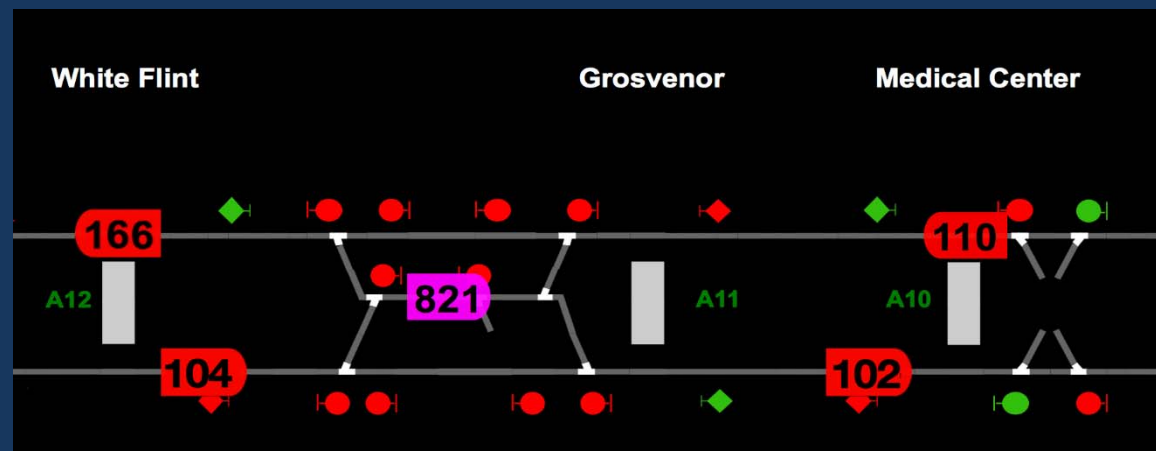


Current Operation at Shady Grove and Grosvenor



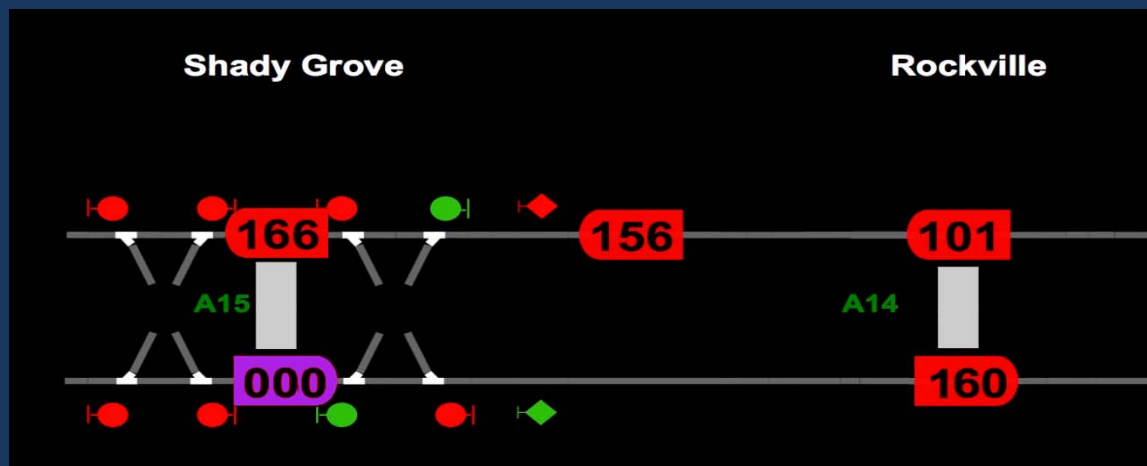
Current Service
7 – 8 trains per hour

Current Grosvenor
operation





Operation at Shady Grove with Increased Service



Simulated Service at
15 trains per hour



Additional Analysis

Staff will identify any infrastructure and operational improvements that may enhance the increased service

- Operational study to improve reliability
 - Terminal operation
 - ROCC control
 - Yard operation
 - Supervision
 - Staffing and training
- Infrastructure analysis to improve reliability, and inform future capital program
 - Shady Grove interlockings
 - Track reconfigurations
 - Vertical access and platform improvements



Public Participation

Undertake a public involvement process to solicit input on the proposed alternatives

Public Involvement Timeline	
Present service Alternatives to Board	March
Develop outreach materials	April
Conduct Public input/comment period	April-May
Complete Title VI equity analysis	June
Report out to Board	July



Next Steps

- Return to Board in July
 - Safety and Service Delivery Committee
 - Result of Public Participation
 - Title VI Analysis
 - Operational Review
 - Budget and Finance Committee
 - FY19 Budget Amendment
- Based on Board Decision
 - Implementation: end of December 2018
 - Hiring operators
 - Ties to Union pick
 - Customer information

