



# Washington Metropolitan Area Transit Authority

## Alternatives for Additional Red Line Service

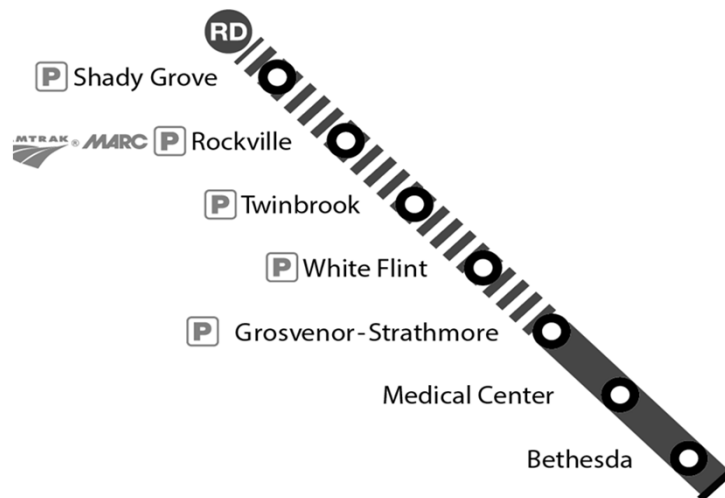
## Grosvenor Turnback Proposals

Riders' Advisory Council  
April 4, 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)



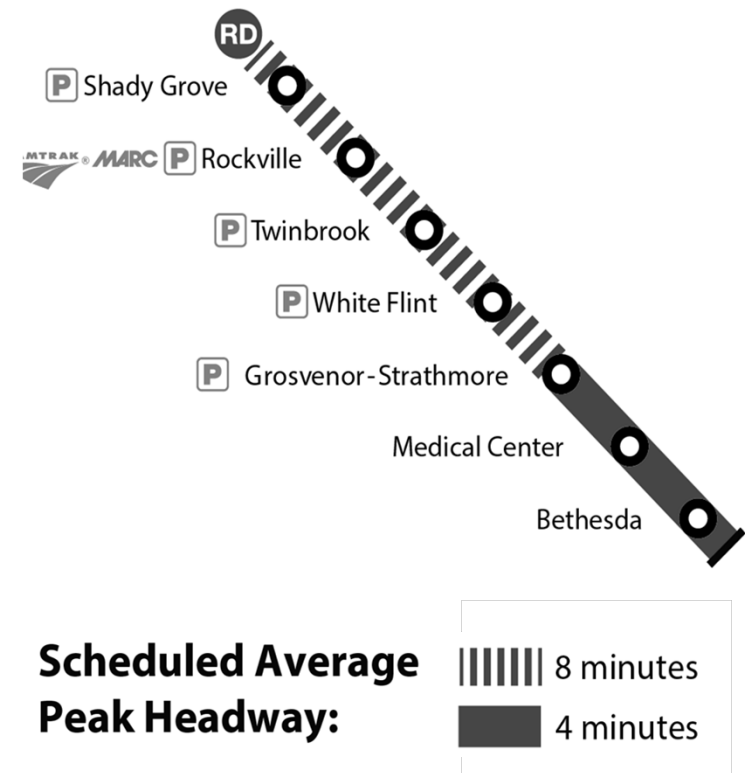


# Current Peak period Service

Red Line service between 6:30 am to 9:30 am and 3:30 pm to 7:00 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

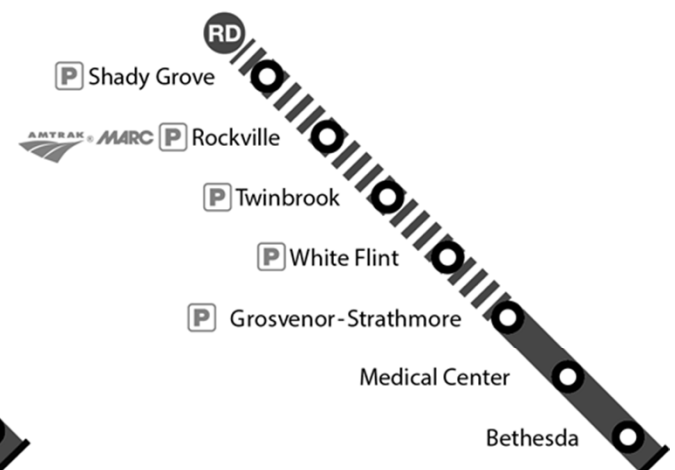
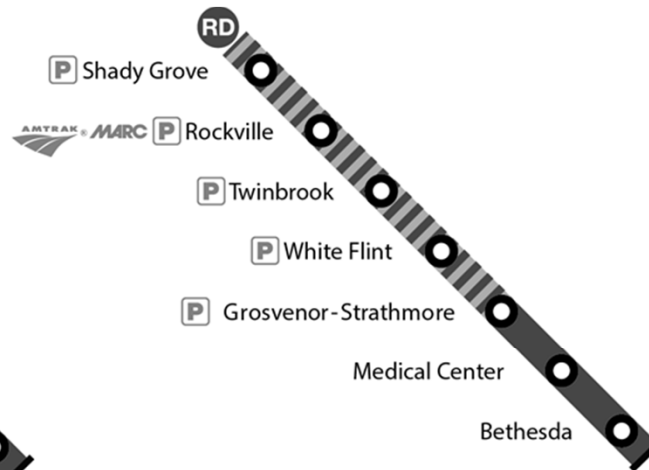
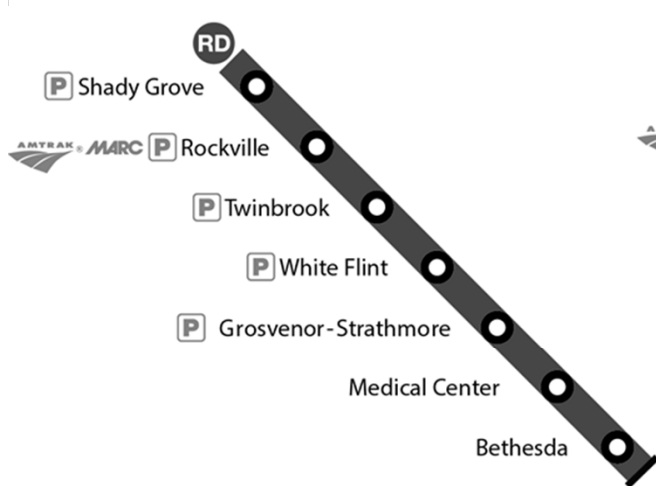
Full Elimination of the Grosvenor Turnback

B

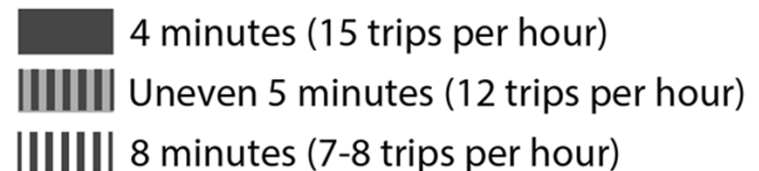
Partial Elimination of the Turnback

C

No Change

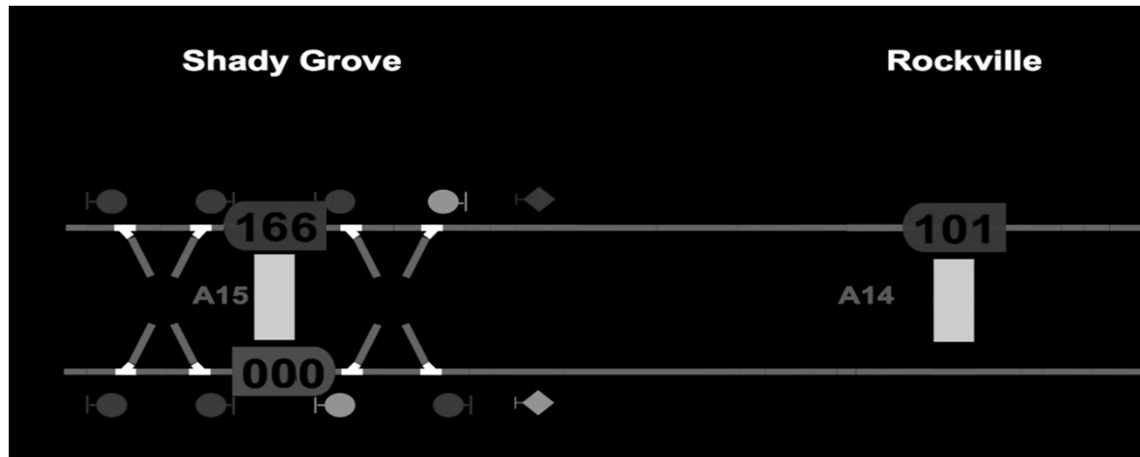


**Scheduled Average Peak Headway:**



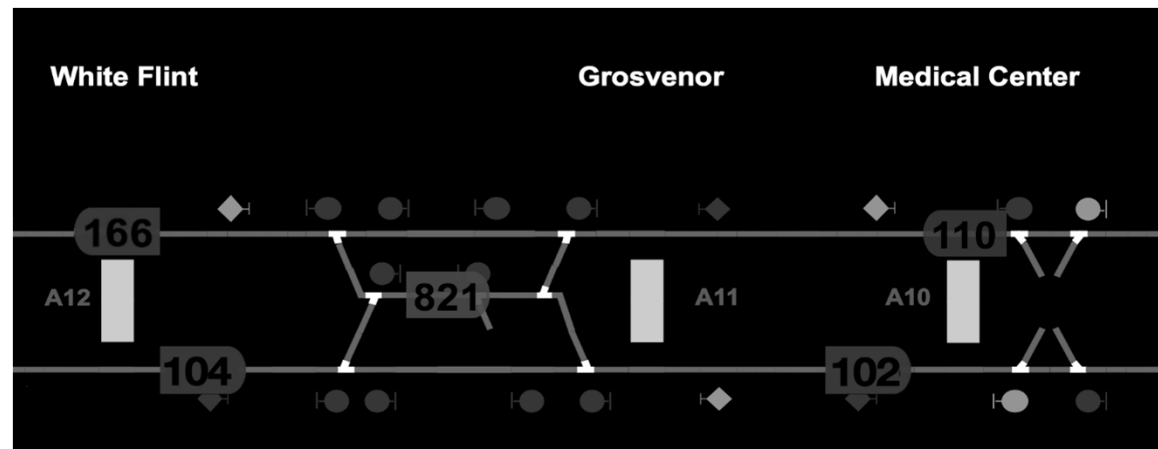


# Current Operation at Shady Grove and Grosvenor



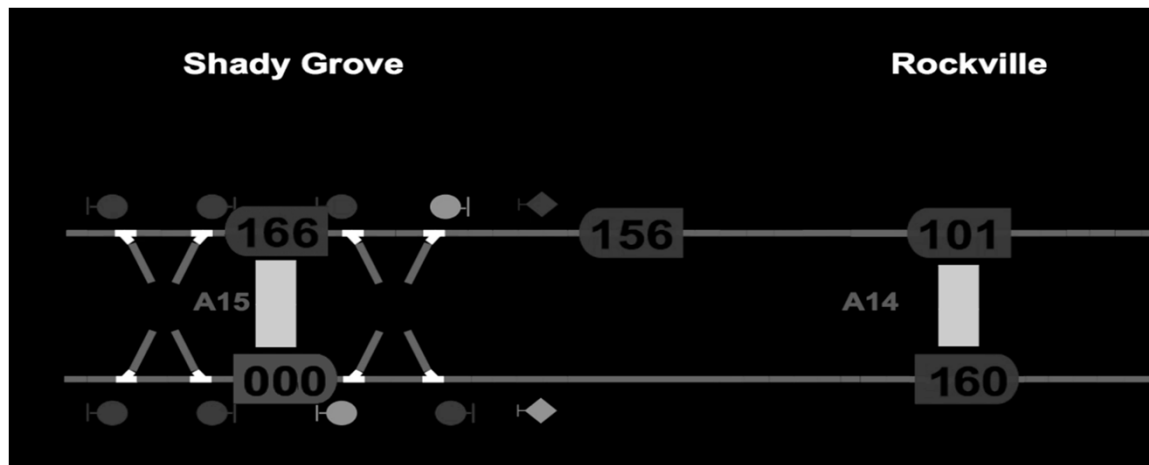
Current Service  
7 – 8 trains per hour

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

<b>Public Involvement Timeline</b>	
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

