

# Metrobus Recovery Plan

MANAGED RE-ENTRY PHASE

Riders Advisory Council  
July 8, 2020



# Managed Re-Entry Phase | Goals



Stay ahead  
of demand



Provide  
essential  
mobility

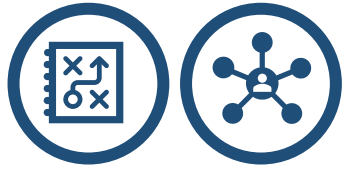


Protect the  
workforce  
+ riders



Build in  
flexibility

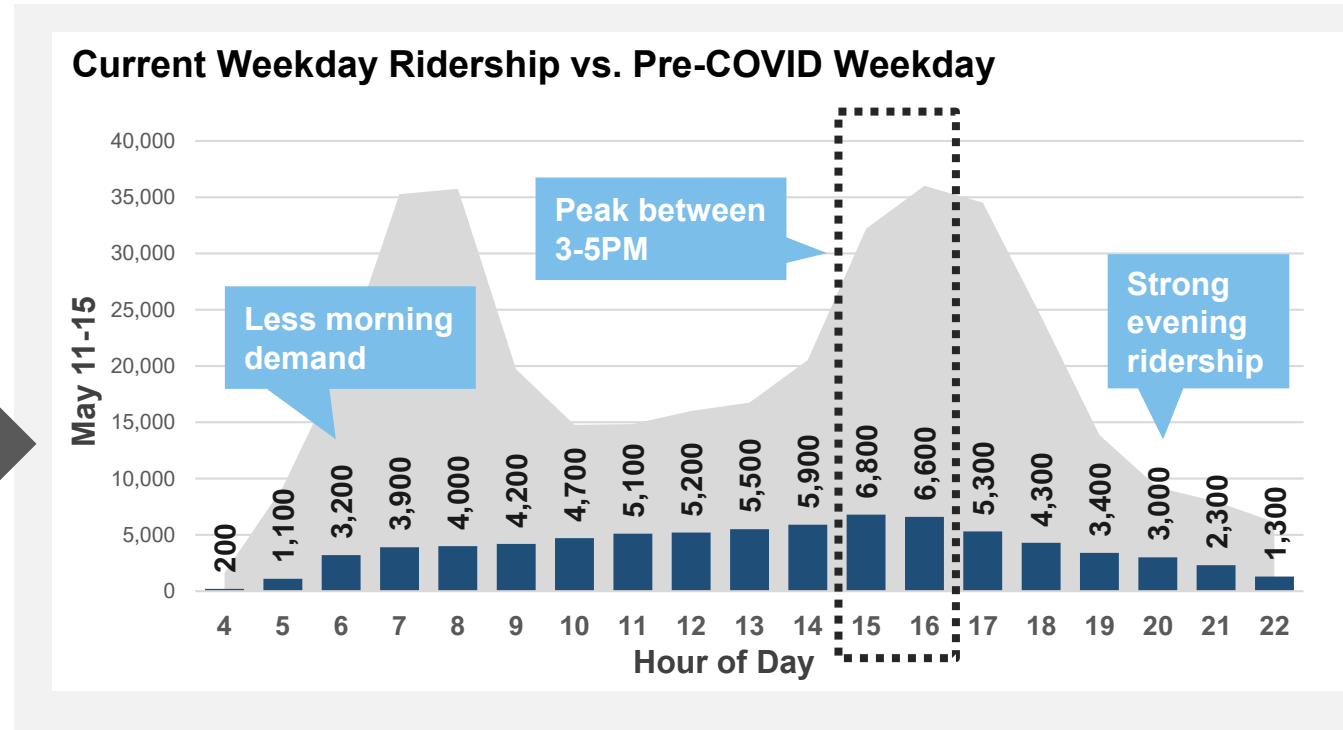
- **Managed re-entry phase expected to begin in mid to late August**
- Proposed service plan supports Metro's Operational Action Plan
  - > Continues rear-door boarding, no fare collection
  - > Garage-to-garage scheduling protects operators
  - > Enables social distancing to the greatest extent possible



Goal: Stay Ahead of Demand and Provide Essential Mobility

## Ridership Trends

- **Weekday ridership is about 20% of pre-COVID levels**
- Demand and diversion varies by route/corridor. Routes with more low-income passengers have retained more ridership.
- Ridership has a new shape
- Return to peaked pattern likely to be gradual



**If normal ridership were to return to traditional peaked pattern, accommodating 6-foot social distancing require more than doubling peak-direction trips in the weekday schedule**

# Planning Strategy

## Goals



Stay ahead  
of demand

Schedule **as much service as we can *reliably* deliver**



Protect the  
workforce  
+ riders

Expand capacity to **enable social distancing**



Provide  
essential  
mobility

Provide **equitable service** to support essential workers and those who rely on transit the most

## Service Priorities

- Restore most service and coverage on **weekends**
  - 84% of Saturday Service
  - 89% of Sunday Service
- Enhance weekday **capacity, coverage, and span – 73% of weekday service**
- Maintain **all-day frequent service** on key corridors; reduce extra peak service
- Prepare to **support student ridership** if schools reopen

# SOGO Adjustments

- **SOGO adjustments approved November 2019 for June 2020 implementation**
  - > 16th Street consolidation (S4-S9 consolidation)
  - > Route 74 extension to Buzzard Point
  - > Route 7F removal of under-utilized segment
- **Routine running time adjustments, terminal stand adjustments and bus stop relocations**
  - > 30's running time adjustment
  - > 39 time point adjustment
  - > 79 route adjustment
  - > S9 Franklin Square terminal stand change
  - > G9 McPherson Square terminal stand change
  - > 3Y running time correction
  - > 28A King St-Old Town reroute and bay change
  - > 29K, N King St-Old Town reroute and bay change
  - > 29K, N add stop pair at Duke/Early
  - > REX detour discontinuation at King St-Old Town
  - > College Park Station bus loop re-opening