



Washington Metropolitan Area Transit Authority

Metrobus in the District of Columbia: Potential Improvements in the 16th Street Corridor

Coalition for Smarter Growth
April 30, 2014



Importance of Metrobus to DC: By the numbers

- 270,000 daily riders in the District
- 58% of all Metrobus ridership
- Only 43% of annual Metrobus subsidy contribution
- 9 of 10 highest ridership corridors Metrobus network are in the district

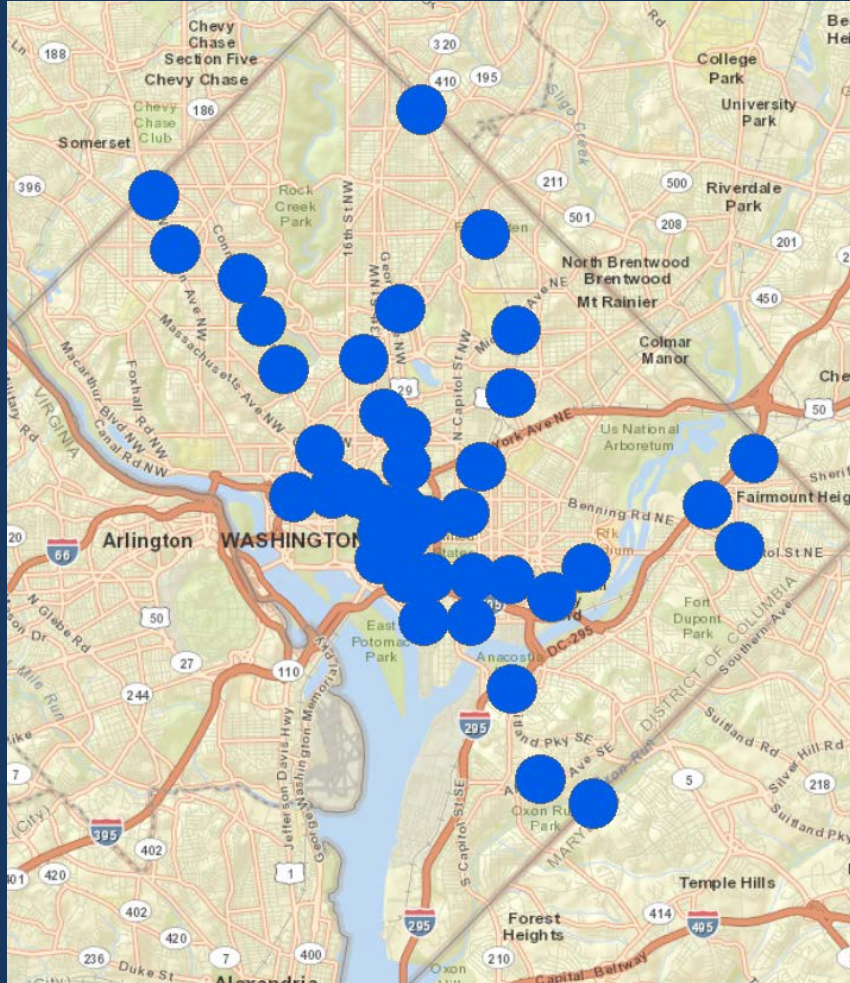
10 Highest Ridership Metrobus Corridors

Average Weekday Ridership

Line	Routes	Ridership
Pennsylvania Ave / Wisconsin Ave	31, 32, 34, 36, 37, 39, M6	23,106
Georgia Ave / 7th St (DC)	70, 74, 79	21,309
Sixteenth St	S1, S2, S4, S9	20,605
H St / Benning Rd	X1, X2, X3, X9	16,679
Anacostia / Congress Heights	A2, A4, A6, A7, A8, A9, A42, A46, A48, W5, W9	16,008
Fourteenth St	52, 53, 54	15,912
MacArthur Blvd / K St / Trinidad	D1, D2, D3, D4, D5, D6, D8	13,865
U St / Garfield	90, 92, 93	12,786
Columbia Pike (VA)	16A, 16B, 16D, 16E, 16G, 16H, 16J, 16L, 16X, 16Y, 26A	12,426
Park Rd / Brookland	H1, H2, H3, H4, H8, H9	11,433



Importance of Metrobus to DC: Residents

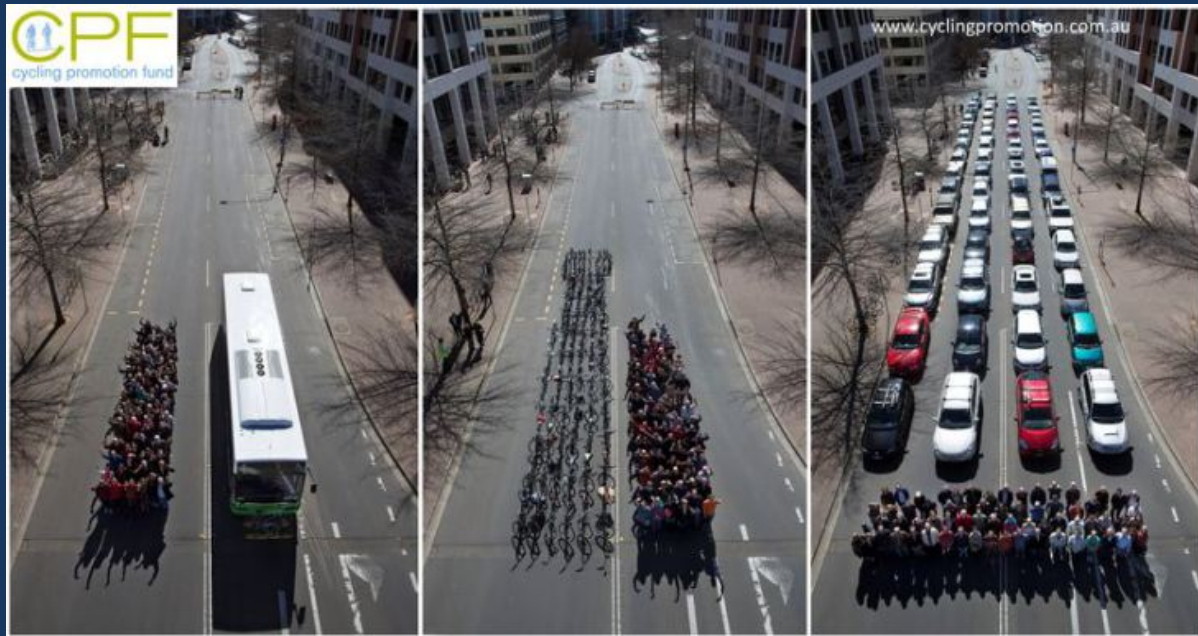


1/3 mile radius around Metrobus Stations

- Integral part of the DC community
- Lifeline for the 38% of DC households that do not own a car
- Provides critical inter- and intra-neighborhood connections and links to activity centers
- Fills in the transit service gap for neighborhoods without easy access to a Metrorail station
- Offers a cost-effective and income-sensitive alternative to Metrorail
- Supports all types of trips from work and school to errands and medical trips

Importance of Metrobus to DC: Sustainability

- Reduces carbon footprint and conserves natural resources
- Increases roadway capacity and improves mobility
 - 50% of the peak period people on 16th St carried on only 3% of the vehicles
- Provide an integrated system of transportation choices





Metrobus Improvement Programs: State of Good Operations (SOGO)

- Targeted improvements to deliver and maintain quality of service
- Investments include:
 - Adding trips to reduce crowding
 - Adding running time to improve on-time performance
 - Re-structuring or eliminating routes or portions of routes to provide more productive service



Metrobus Improvement Programs: Priority Corridor Network (PCN)

- Regional network of 24 bus corridors
 - Half of all Metrobus riders
- Strategy for improving 8 service elements
 - Service plan, transit operations, customer information, vehicles, fare payment, safety, facilities, and traffic operations
- PCN corridor plans
 - Framework for integrated service and capital investments
 - New MetroExtra routes
 - Improved performance for all routes in the corridors
 - Identification of right-of-way improvements





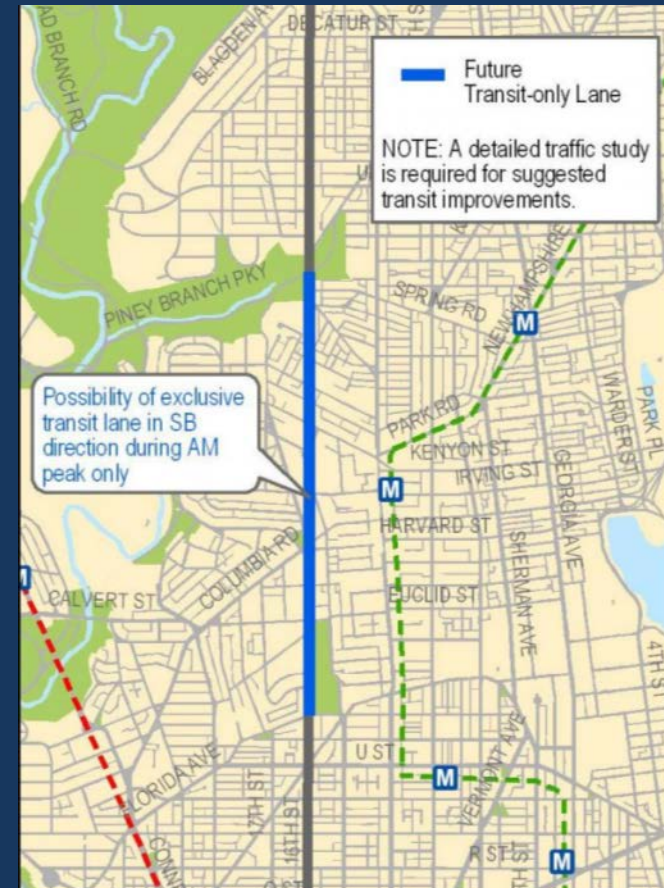
Priority Corridor Network Example: 16th Street

- One of the busiest corridor in the Metrobus network
 - 20,000+ riders on an average weekday
 - Most trips during peak hours run at or above seating capacity (load factor >1)
- Suffers poor reliability and overcrowding from:
 - High level of demand for service
 - Traffic congestion
 - Planned and unplanned events and traffic interruptions

Route	Ridership	Ridership Growth (since 2010)	On-Time
S1	2,146	14%	55%
S2/S4	14,515	8%	74%
S9	3,943	64%	83%
S Line Average	20, 605	17%	74%

16th Street Recommendations from PCN Study

- Study completed in 2009
- Operational improvement recommendations
 - Limited stop service
 - Short-turn service
 - Expanded use of articulated buses
 - Enhanced service supervision
 - Transit operations strategies
- Traffic improvement recommendations
 - Curbside bus lane between Spring Road and Irving Street
 - Intersection improvements
 - Improved signal timing and Transit Signal Priority (TSP)





16th Street Future Improvements Needed

Reaching the limit of viable service improvements within existing traffic and roadway conditions

Remaining options for Metro:

- Deploy additional 60-foot buses
- Enhance service management
- Expand bus stops to accommodate more passengers and buses



Future improvements must focus on improving travel times

- Peak direction dedicated bus lane through most congested area
- Traffic signal priority throughout the corridor
- New fare payment mechanisms and strategies to reduce dwell time at stops

16th Street

Benefits of Dedicated Bus Lanes



- Improved service reliability
- Decreased travel time
- Cost savings
- Increases transit and corridor capacity
- Crowding relief for parallel bus routes
- Improves competitiveness of bus travel
- Short implementation timeframe
- Can be coordinated with other near-term transit improvements
- Provides flexibility for future transit investments

16th Street Operation of Dedicated Bus Lanes

16th Street Bus Lane

- PCN Study Recommendation:
 - Spring Road and Irving Street
 - Painted curbside lane
 - Reversible center lane used for peak direction traffic
 - Vehicle and parking restrictions during peak hours in peak direction only
 - Vehicles allowed for right turns
- DDOT Study
 - Arkansas Ave NW to H Street NW
 - 30% travel speed increase
 - Ability to accommodate 10% increase in passenger demand

Outstanding questions

- Use by car pools, bicycles and taxis

Requires commitment by DDOT and MPD for vigorous enforcement



16th Street Support for Dedicated Bus Lanes

Broad base of support needed

- Riders
 - Growing rider frustration
 - High number of passenger complaints about crowding and buses not stopping
- Community
 - Residents
 - Advisory Neighborhood Commissions (ANCs)
 - Community organizations
 - Transit and smart growth advocates
- Elected officials





16th Street Past and Present Improvements

Improvements since 2009

- MetroExtra Route S9
- Improved Saturday service
- Additional “short” trips between Harvard St and McPherson Square
- Additional evening services
- Expanded use of articulated buses
- Use of dedicated service managers

Improvements planned in 2014

- Dedicated use of more 60-footbuses
- Additional dedicated service managers
- Operator training
- Expand hours of the Service Management Center





The Future of Metrobus: Shared Responsibilities

A partnership is critical for success:

Metro:

- Effectively and efficiently deliver safe, reliable, comfortable and convenient service

District:

- Fund Metrobus programs and projects and provide priority use of key roadways for transit

Community:

- Voice support for policies and programs that support transit initiatives



Questions?