

S1, S2, and S4 Riders Guide Study of Service Options

Representatives from the Washington Metropolitan Area Transit Authority (WMATA) and the District Department of Transportation (DDOT) met with members of the public in July to discuss potential transit service improvements on Metrobus routes S1, S2, and S4, also known as the 16th Street Line.

Metro is studying enhancements to the line—which generally runs along 16th Street NW between Silver Spring and Downtown—because it has the third highest ridership of any line in the Metrobus system with about 16,000 passengers per weekday. Riders along 16th Street have confirmed that a number of challenges face the line, including crowded buses, slow travel times, and buses bunching up and not adhering to schedules. Metro is using this input to study several service options.

Initiated with funding support of \$2.4 million provided by the Mayor and City Council of the District of Columbia, with the active support of Councilmember Jim Graham, this effort will provide for rapid bus/limited-stop service.

What Are the Alternatives Being Explored?

Metro and DDOT are currently studying service options, operational improvements, traffic management opportunities, and other enhancements to the line. The main service options being considered are as follows:

1. Limited-Stop Service. This option consists of a limited-stop service in which some buses would travel the same



A standard S4 bus heads north on 16th Street. Articulated buses, which are extra-long with an accordion-like feature in the middle, are being considered for evening service on 16th Street, as they will increase capacity along the line.



At the public meeting in July, Metrobus riders and community members discussed potential improvements to the 16th Street Line, which has an average monthly ridership of nearly 400,000. The S1, S2, and S4 are a vital link for residents of communities along 16th Street NW.

You're invited! The second public meeting for the 16th Street Line Study will take place on Tuesday, September 23, 2008 from 6:30 pm to 8:30 pm, at St. Stephen & the Incarnation Episcopal Church, 16th & Newton Streets NW.

route as a regular 16th Street Line bus, but only stop at the most heavily used stops along the 16th Street Line (see map on reverse). This option would address capacity and travel time issues. The proposed limited-stop service could be specially branded like the Metro Extra on Georgia Avenue.

2. Articulated Buses. The number one issue identified by riders in the survey and at the public meeting was crowding on buses. By putting articulated buses (extra-long buses with an accordion-like attachment in the middle) into service along 16th Street, capacity would significantly and instantly increase.

3. Short-Turn Service. Another possible solution to the problems of crowding on buses and long run times is a short-turn service (see map on reverse). This service would focus on the busiest part of the 16th Street Line, adding capacity and decreasing wait times for riders in the central portion of the corridor.

16th

Metrobus 16th Street Line Study

(continued)

4. Upgrade of S1 Route. In response to rider requests, this proposal would extend the service hours of the peak-period only S1 route.

Please note that the above options are still in the study phase, and that some or all of them may be moved forward for further study after the public meeting in September.

How You Can Get Involved

Metro is continuing to solicit the input of riders, communities, and businesses, and is working with the public, stakeholders, and District planners to identify and evaluate transit service improvements for the 16th Street Line.

The second of two public meetings will take place on September 23, during which the study team will present their analysis of the service options and ask for more feedback from riders and residents.

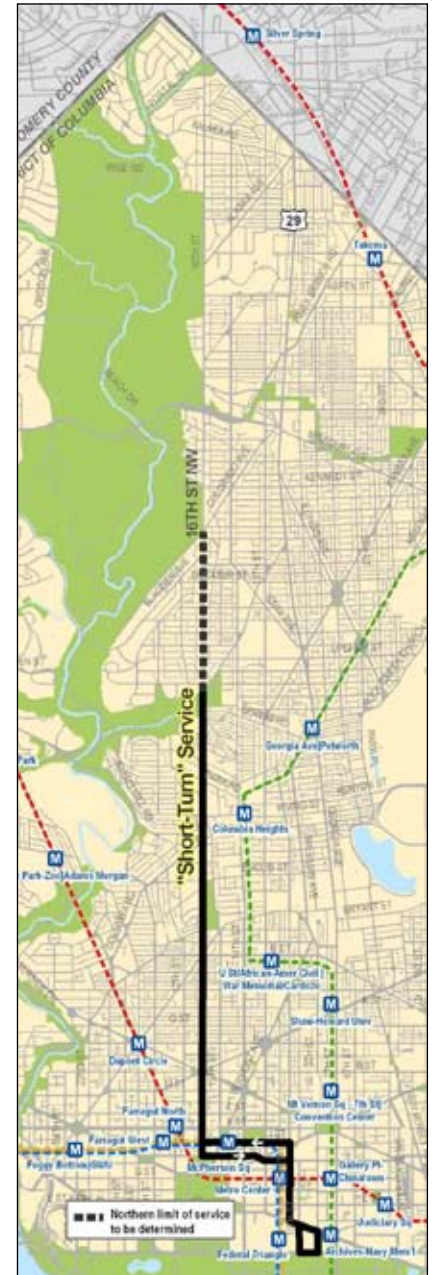
If you would like to be added to the project mailing list to receive updates about the project and meeting announcements, please visit the project website at www.metrobus-16th-dc.com, or call the project hotline at 703-682-5060.

Public Meeting - You're Invited!

The second of two public meetings for the 16th Street Line Study will take place on Tuesday, September 23, 2008 from 6:30-8:30 pm at St. Stephen and the Incarnation Episcopal Church, 16th & Newton Streets NW. An "open house" will be from 6:30-7:00 pm, during which participants can review project materials and speak individually with the study team, followed by a slide presentation at 7:00 pm.



Left: A new limited-stop route would speed travel times for riders by stopping only at certain points along the 16th Street corridor. Proposed stops include H & Madison (southbound), 14th & I (northbound), 16th & K (southbound), 16th & I (northbound), M Street, P Street, U Street, Euclid Street, Irving Street, Park Road, 3636 16th Street (southbound), Spring Road (northbound), Buchanan Street, Colorado Avenue, Missouri Avenue, Sheridan Street (southbound), Luzon Avenue (northbound), Kalmia Road, and Eastern Avenue, with a potential connection to Silver Spring Metro Station.



Right: The proposed short-turn service would increase the frequency of transit service on the busiest, central portion of the corridor. The northern limit of service, which is to be determined, would be between Arkansas Avenue and Colorado Avenue NW.

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