

What Were the Four Options Presented?

Participants at the October public meetings heard and commented on four concepts for improving transit service on the 30s Line:

Concept A: Enhance Existing Services

This group of options would focus on maintaining the existing 30s Line but making basic changes such as stationing supervisors along the routes and giving them the ability to electronically track buses, communicate directly with bus drivers, add buses to the system as necessary, and hold or turn around buses as needed.

Concept B: Split the Line with Overlapping Routes

Currently the 30s Line runs from one end of the District to the other. This alternative would split the 30s line with sections of overlap downtown to minimize the number of riders who would need to transfer. The purpose of splitting the line is that if delays affect bus schedules in Northwest, for example, they wouldn't affect service in Southeast, as is presently the case.

Concept C: Rapid Bus Service

This alternative would feature a new high-frequency limited-stop service with signal priority for transit, reserved lanes and queue jump lanes for buses for portions of the routes, sidewalk extensions at certain stops, and route branches that would replace some existing local service. Adjustments such as these have been shown to decrease travel times in other bus systems around the country.

Concept D: System of Coordinated Market-Based Routes

The fourth concept offers improvements such as a new limited-stop route in Northwest (bypassing Georgetown), a limited-stop route in Southeast, new local routes on upper and lower Wisconsin Avenue, respectively, and a new local route in Southeast; all while maintaining a high-frequency 34 route.

The next 30s Line public meetings will be on:
Thursday, December 6, 6:30 pm-8:30 pm
St. Columba's Episcopal Church
4201 Albemarle Street NW

Monday, December 10, 6:30 pm-8:30 pm
St. Francis Xavier Catholic Church*
2800 Pennsylvania Avenue SE

**Note: the location for this meeting has been changed from St. Francis Xavier School to the adjacent St. Francis Xavier Church.*

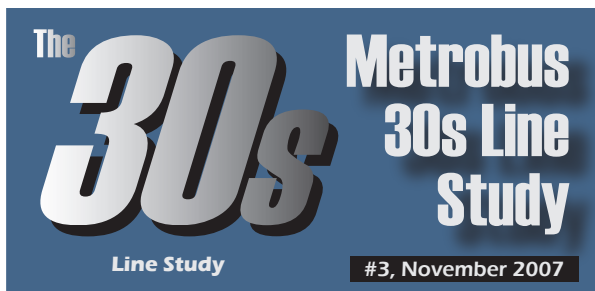
Please come to hear the 30s Line project recommendations and offer your views!

Note that the project's recommendation for the 30s Line will not be solely one of the four concepts at left; the recommendation is expected to include elements from different concepts.

In addition to route and schedule recommendations, the final plan will also feature a number of potential operational concepts—improvements that would take place in addition to whichever concept elements are chosen. These include:

- Increased enforcement of parking restrictions;
- Adjustments to signal timings at intersections;
- Improved shelters;
- Improved safety and security;
- Better customer information;
- Expanded driver training;
- Larger buses during peak periods;
- A reduction in the number of stops on certain routes; and
- Different route patterns during peak periods.

A combination of improvements, selected based on feedback from the public and the study team's analysis, will be presented at the next set of meetings in December.



Public Hears Options for Improvements to 30s Line

In two public meetings that took place in October, members of the public heard several alternatives for enhancements that could be made to the Metrobus 30s Line in 2008. The line, currently made up of routes 30, 32, 34, 35, 36, and M6, boasts the highest ridership of any line in the Metrobus system—around 20,000 passengers per weekday. The Washington Metropolitan Area Transit Authority (WMATA), in partnership with the District Department of Transportation (DDOT), have taken the project to the public to determine what riders would like to see done to improve transit service in this vital corridor.



Participants discuss the options at the October public meetings.

Participants at the two meetings—one in Tenleytown and the other on Pennsylvania Avenue in Southeast—were asked to evaluate the four options on a scale of 1 to 5 based on which improvements were not important to them and which they would like to see put into action. The results of the meetings are presented in this newsletter.



Project Information:
Website: www.metrobus-30s-dc.com
Hotline: 703-682-5060



Metrobus 30s Line Study



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Results of the October Public Meetings

The priorities of participants varied to some degree based on which area of the city the meetings took place, but 30s Line riders did agree on a number of measures they'd like to see take effect:

- Increased enforcement of parking restrictions to make it easier for buses to enter and exit stop areas;
- Supervisors should be given the ability to track buses, communicate directly with bus drivers, and make decisions about adding more buses to a line to alleviate crowding;
- Service improvements such as adjustments to signal timings and better customer information and signage at stops; and
- Operational improvements such as reserved bus lanes and "queue jump" lanes for buses.

In general, participants at the Southeast meeting expressed support for improvements to the existing 30s Line, including adjusting signal times, increasing parking enforcement near bus stops, tracking and adding buses to the system, improving safety and security at stops and on buses, providing better customer information, and assigning more supervisors dedicated to the 30s Line who can communicate directly with drivers and make decisions to improve operations.

Participants at the Northwest meeting shared many of these concerns, in particular the need for more parking enforcement, tracking buses, better customer information, supervisor communication with bus drivers, and enhanced signal timings. However, riders in Northwest were also in favor of a Georgetown bypass, reserved lanes and queue jump lanes for buses, and splitting the 30s Line with overlaps to improve reliability.

Third Set of Public Meetings Announced for the 30s Line Study:



The first half hour will be an open house in which participants can review project materials and speak individually with the study team, followed by a presentation in which the study team will discuss their recommendations, then a breakout session in which participants can discuss and comment on the project recommendations.

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What is the 30s Line? The line runs from Friendship Heights in Northwest to Naylor Road Metro and Southern Avenue Metro in Southeast and consists of Metrobus routes 30, 32, 34, 35, 36, and M6. With an average weekday ridership of 20,000 and an average monthly ridership of nearly half a million, the line is the most heavily used in the Metrobus system. For many in Southeast, the 30s Line is the primary transit link to Downtown, and in Northwest, the line is the main transit route along Wisconsin Avenue. The study is examining ways to diminish the effects of delays, crowding, detours, safety issues, and other problems common among large urban bus systems. The 30s Line project began in mid-2007 and will be completed in early 2008; mid-2008, pending Metro board approval.



Above: In addition to studying ways of improving travel times for passengers who ride the 30s line, the project is looking into ways of providing better amenities and signage at stops.