

THE 30s LINE: VISION & GUIDING PRINCIPLES

The 30s Line is part of a caring community of residential and commercial neighborhoods valuing diversity, inclusiveness, and connectivity with each other. These values are important to the daily lives of many residents of the District of Columbia and the region.

The 30 Line Serves a Community That:

- Is economically vibrant with expectations for continuing growth;
- Includes destinations of national, regional, and local importance;
- Has a long tradition of transit service alignment, stops, and connections;
- Represents multiple travel markets inclusive of major activity centers, mixed use corridors, and residential neighborhoods;
- Incorporates major District initiatives to accommodate future growth and enhance quality of life;
- Relies on bus and rail transit as a major component of day-to-day life.

- Improve customer experience on 30s Line.
- Update services and operating plans to sustain good performance.
- Improve reliability and travel times.
- Establish a strategy for implementing recommendations.
- Plan for future demand, new services, and to accommodate DC initiatives.

Project Purpose

Overarching Principles

- Do no harm; disfranchisement of existing rider access or mobility is not an acceptable trade off to achieve other project objectives.
- Serve market purposes; ensure that the plan meets the diversity of travel needs in the Wisconsin and Pennsylvania corridors.
- Avoid inequity; all areas along the 30s Line merit quality services.
- Consider the needs of seniors, the disabled, and those who do not drive in recommending service and operations strategies.
- Recommendations must be sustainable and take into account funding constraints.
- New services, facilities, and staffing will take time to implement; changes and enhancements can be phased in gradually.
- Do something!

- There should be a basic level of service to anywhere in the corridor that transit service is provided.
- Preserve connectivity between the SE and NW quadrants of City.
- Retain a high frequency "trunk" service along the 30s Line.
- New service types should be in addition to retaining some all-stops local service.
- Avoid transfers but where necessary provide coordination and accommodation to minimize inconvenience and travel time.
- Match service type, frequency, and capacity to demand based on route segment, trip purposes, travel markets time of day, direction of travel, day of week and origins and destinations to preserve effectiveness and efficiency.

Principles of Service

Principles of Operations

- Active service management and supervision is essential to success of service and technology should be used to improve ability to monitor and direct buses.
- Increased enforcement of parking regulations is essential to improving running times and bus stop access.
- Optimize route and schedule performance of "trunk" portion of 30s Line.
- Commit lanes of traffic and street operations to sustained transit-first principles to serve needs of buses in congested areas.
- Communication is important among bus drivers, supervisors and passengers, especially when there are detours or buses are being held to avoid bunching.
- Examine headway-based rather than schedule-based service strategies in high frequency segments of the line.
- Consider the access needs of seniors and the disabled in determining the location and number of bus stops.
- Improve communication to passengers and drivers of service adjustments relating to detours and events.