

Q2 Metrobus Veirs Mill Line Study



WELCOME

PLEASE SIGN-IN



TODAY'S AGENDA

6:30 pm to 7:00 pm

OPEN HOUSE: View the display boards with information about the Q2/Veirs Mill Line. Project staff will be available to answer questions about the existing services and the improvement study.



7:00 pm to 7:15 pm

PRESENTATION: Project staff will give a brief presentation that summarizes the purpose of the project, today's activities, and preliminary results of the rider survey and service analysis.



7:15 pm to 8:15 pm

GROUP EXERCISE: Join one of the small discussion groups at the tables around the room. You will be asked to help identify issues relative to the Q2/Veirs Mill Line that need to be addressed by the improvement study. Project staff will be available at these tables to facilitate the discussion.

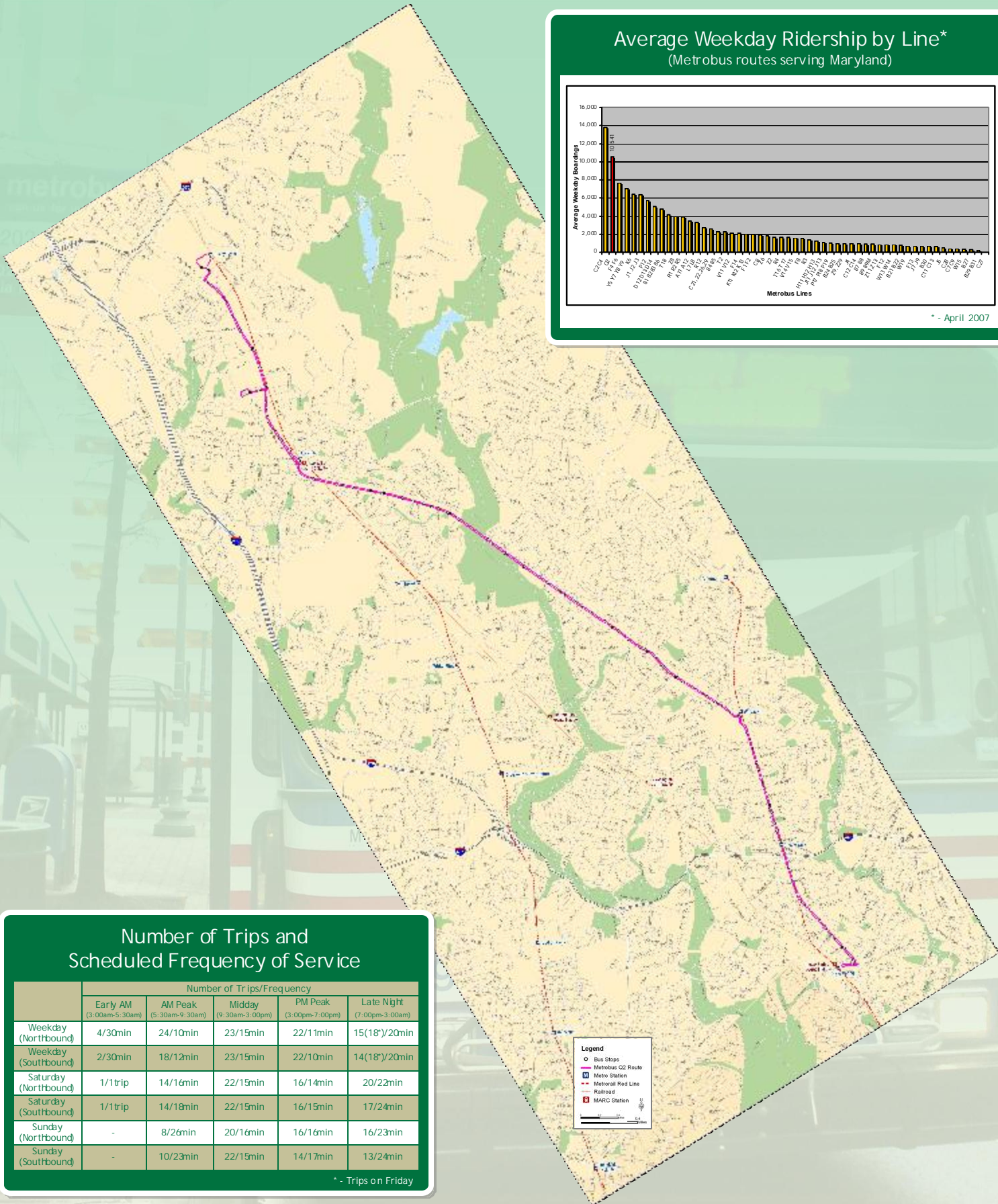


8:15 pm to 8:30 pm

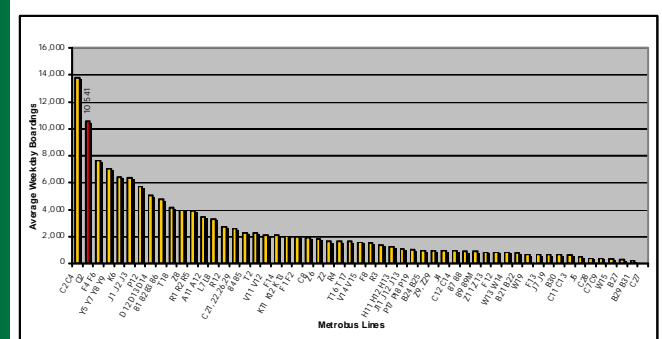
SUMMARY OF RESULTS: The results of the group exercise will be summarized in a brief presentation to the meeting participants.



EXISTING VEIRS MILL LINE: METROBUS ROUTE Q2



Average Weekday Ridership by Line*
(Metrobus routes serving Maryland)



* - April 2007

Number of Trips and Scheduled Frequency of Service

	Number of Trips/Frequency				
	Early AM (3:00am-5:30am)	AM Peak (5:30am-9:30am)	Midday (9:30am-3:00pm)	PM Peak (3:00pm-7:00pm)	Late Night (7:00pm-3:00am)
Weekday (Northbound)	4/30min	24/10min	23/15min	22/11min	15(18')/20min
Weekday (Southbound)	2/30min	18/12min	23/15min	22/10min	14(18')/20min
Saturday (Northbound)	1/1trip	14/16min	22/15min	16/14min	20/22min
Saturday (Southbound)	1/1trip	14/18min	22/15min	16/15min	17/24min
Sunday (Northbound)	-	8/26min	20/16min	16/16min	16/23min
Sunday (Southbound)	-	10/23min	22/15min	14/17min	13/24min

* - Trips on Friday

PASSENGER CROWDING ON BUSES

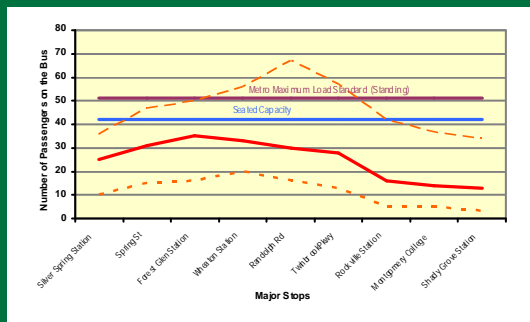
Passenger Loads

The number of passengers on Q2 buses typically approaches the seated capacity of a standard Metrobus vehicle for a significant portion of the trip during peak hour and the mid-day time periods. Sometimes the number of passengers on Q2 buses exceeds both the seated capacity and the maximum desirable load levels that have been established by Metro. The charts below are based on a sampling of actual vehicle trips during September 2006 - March 2007.

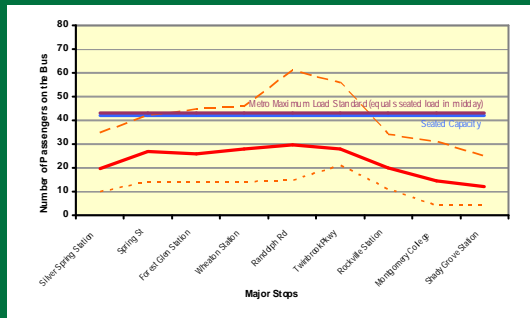
NORTHBOUND PASSENGER LOADS ON BUSES

— Maximum Load — Median Load — Minimum Load

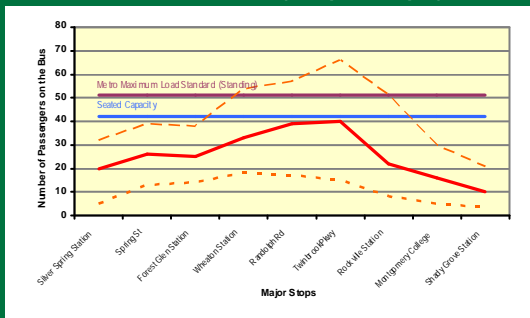
AM PEAK PERIOD (5:30am-9:30am)



MIDDAY PERIOD (9:30am-3:00pm)



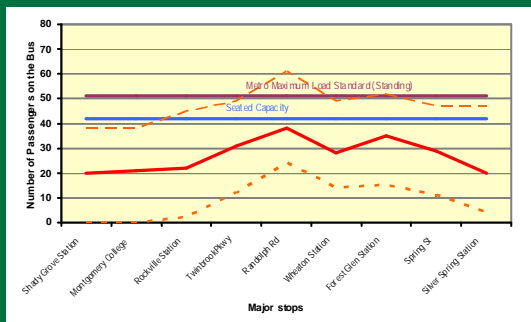
PM PEAK PERIOD (3:00pm-7:00pm)



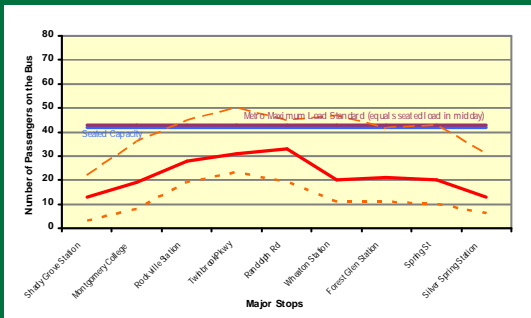
SOUTHBOUND PASSENGER LOADS ON BUSES

— Maximum Load — Median Load — Minimum Load

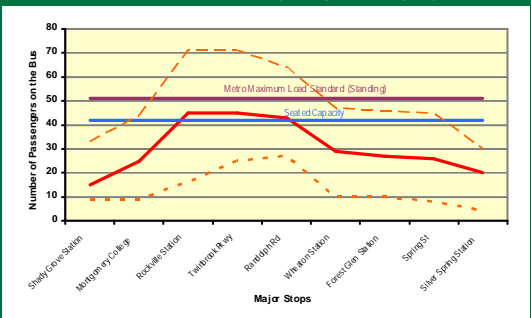
AM PEAK PERIOD (5:30am-9:30am)



MIDDAY PERIOD (9:30am-3:00pm)



PM PEAK PERIOD (3:00pm-7:00pm)



SERVICE RELIABILITY

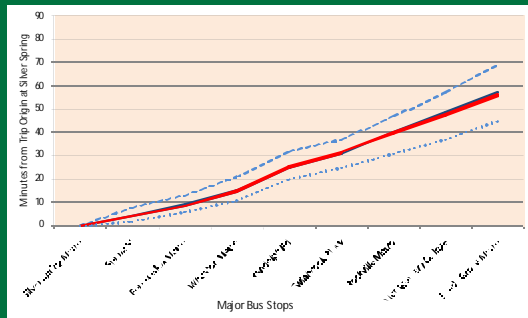
Schedule Adherence

The ability to operate a transit service on schedule is affected by a number of factors, including uneven surges of riders, traffic congestion and route detours. The Q2 bus line generally operates within 5 minutes of its scheduled stops, however, as shown below, it can be significantly delayed or arrive early. The charts below are based on a sampling of actual run times during November 2006 - March 2007

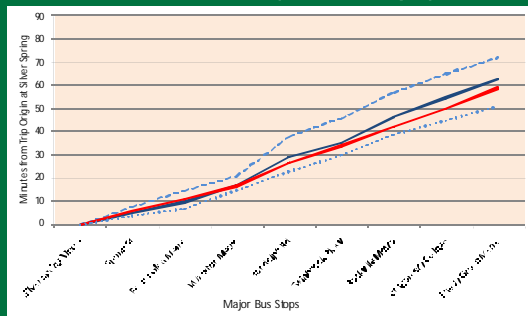
NORTHBOUND ARRIVAL TIME AT MAJOR STOPS

--- Latest — Median — Scheduled - - - Earliest

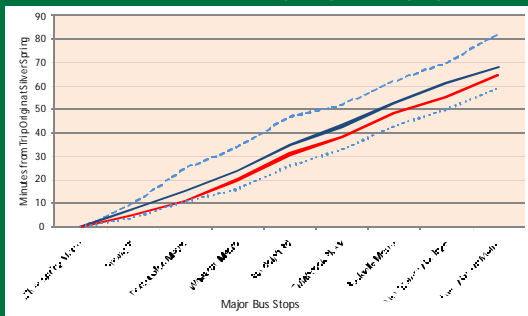
AM PEAK PERIOD (5:30am-9:30am)



MIDDAY PERIOD (9:30am-3:00pm)



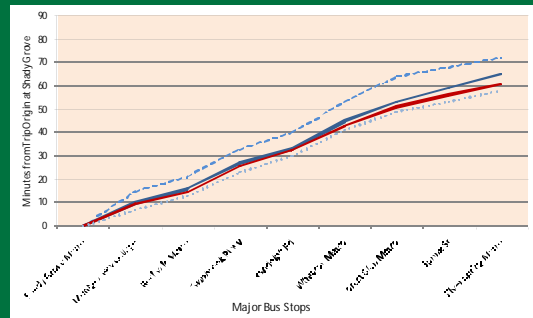
PM PEAK PERIOD (3:00pm-7:00pm)



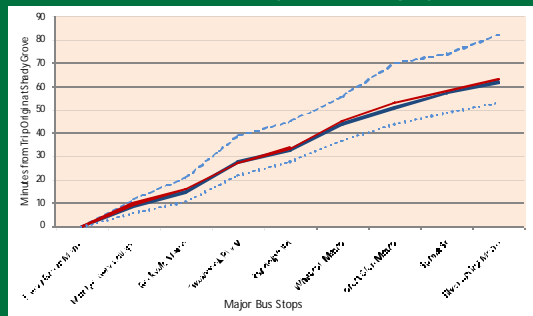
SOUTHBOUND ARRIVAL TIME AT MAJOR STOPS

--- Latest — Median — Scheduled - - - Earliest

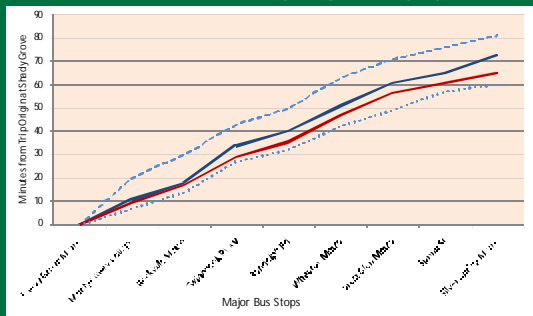
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MIDDAY PERIOD (9:30am-3:00pm)



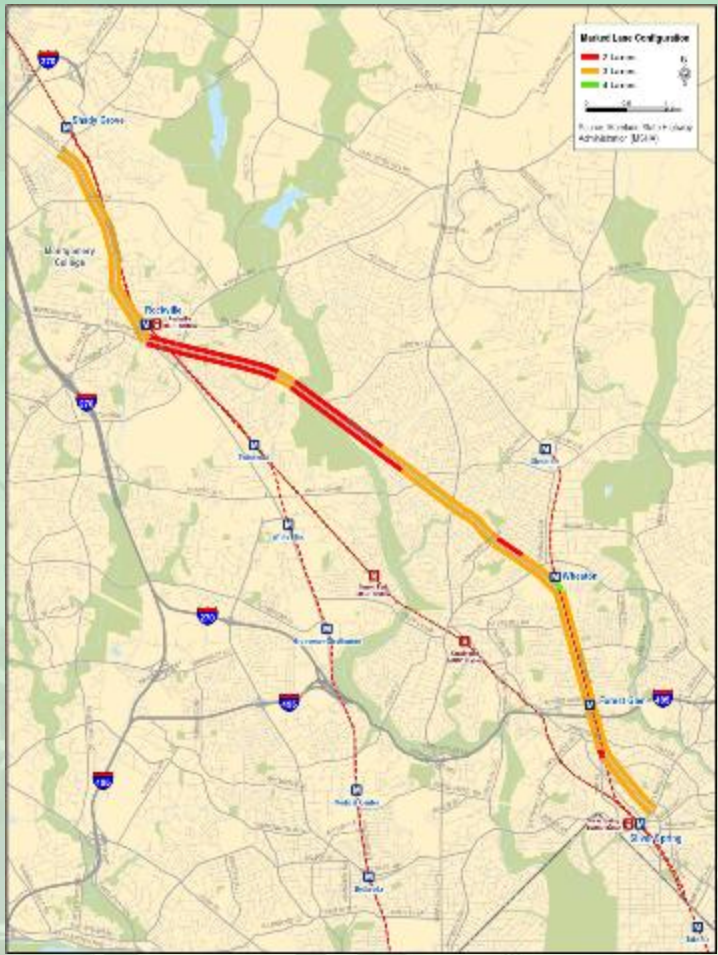
PM PEAK PERIOD (3:00pm-7:00pm)



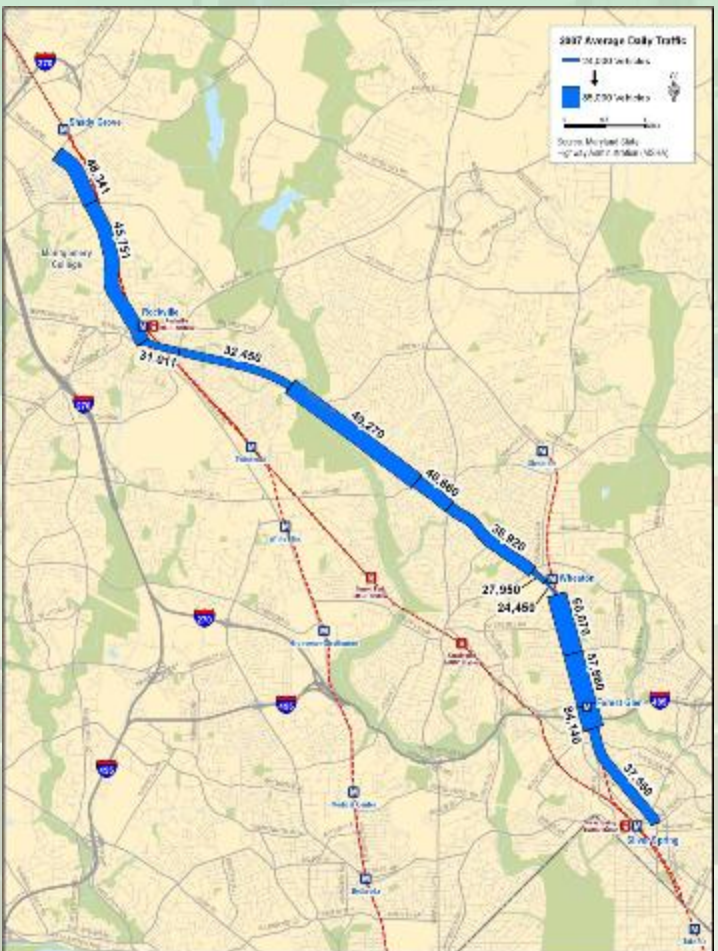
TRAFFIC CONGESTION

Bus Operations and travel times are affected by the levels of traffic congestion along the roadways used for the Q2 route. Congestion and delay occur when the traffic volumes approach or exceed the capacity of roadway lanes and intersections.

LANE CONFIGURATION



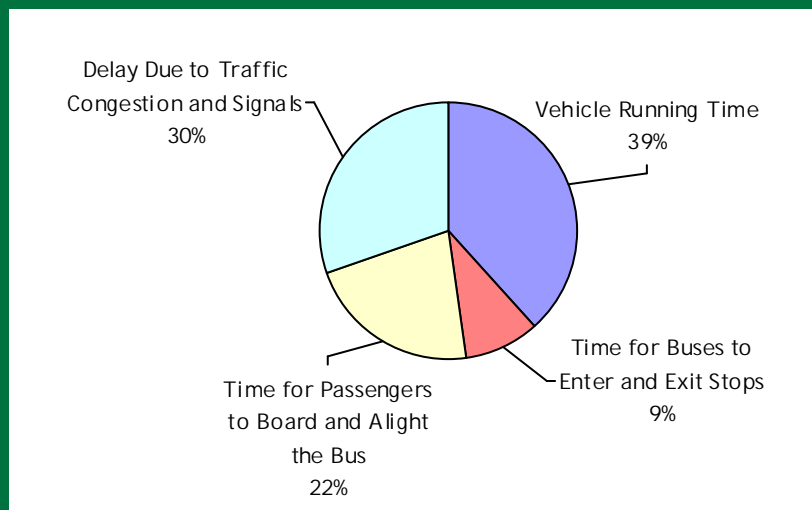
AVERAGE DAILY TRAFFIC



TRAVEL TIME

The total travel time for a typical bus trip from Silver Spring to Shady Grove can take as much as 63 minutes or longer during peak periods. The following factors contribute to these long travel times:

TYPICAL RUSH HOUR TRIP



VEHICLE RUNNING TIME

The time that it takes for the vehicle to move from the beginning to the end of the route at the posted speed limit if there were no bus stops, delay due to congestion, or traffic lights is about 24 minutes or about 39 % of the total travel time along the route.



TIME FOR BUSES TO ACCESS STOPS AND RE-ENTER TRAFFIC

It also takes time for buses to get into and out of bus stops along the route, especially if these are partially blocked by cars, trucks, or other buses. With more than 78 bus stops along the route, this can account for as much as 6 minutes or about 9 % of the total travel time along the route.



TIME FOR PASSENGERS TO BOARD AND EXIT THE BUS

It is estimated that the time it takes for passengers to get on and off the bus at stops can account for as much as 14 minutes or about 22 % of the total travel time along the route.



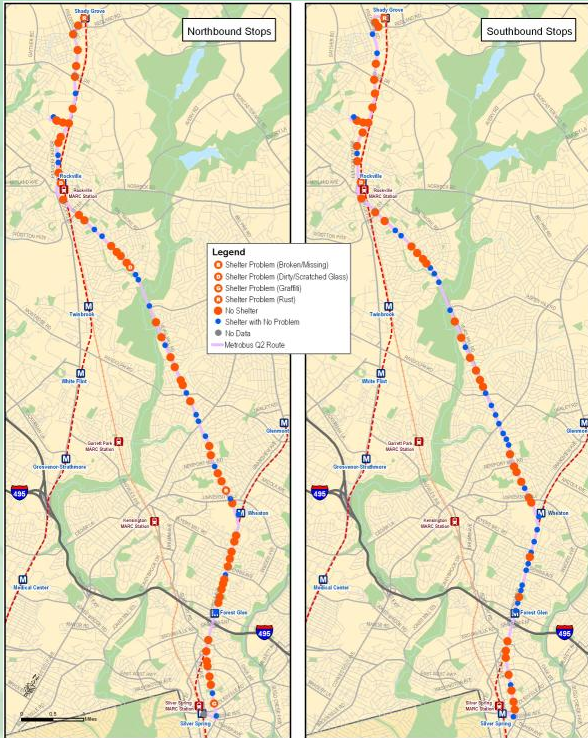
DELAY DUE TO TRAFFIC CONGESTION AND SIGNALS

The delay due to congestion along streets and wait time at traffic signals is estimated to account for more than 19 minutes or about 30 % of the total travel time along the route.

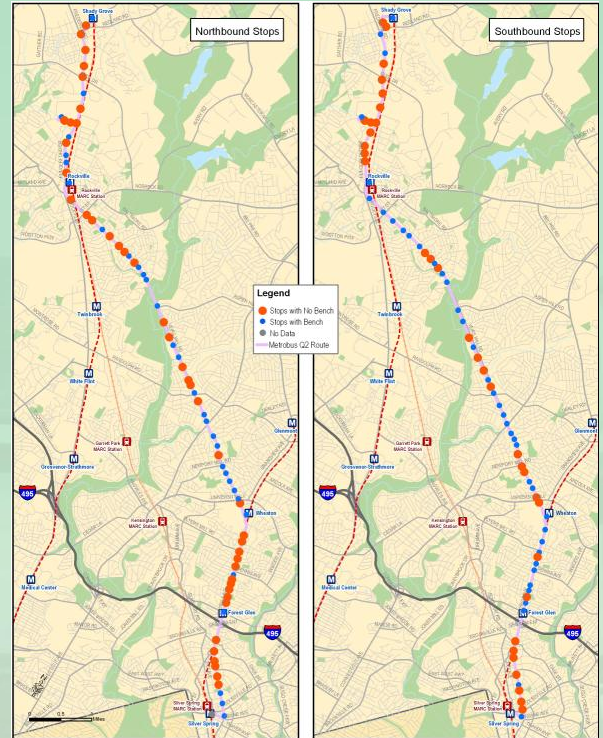
BUS STOP CONDITIONS

A bus stop inventory has been conducted to identify where improvements may be needed. The inventory addressed shelter location and condition, bench condition, information available at the stops, pole condition, and signage.

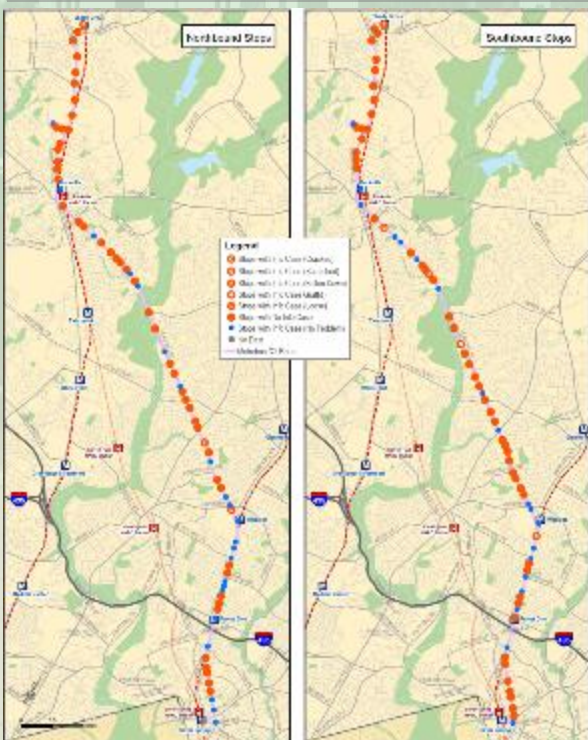
SHELTER CONDITION



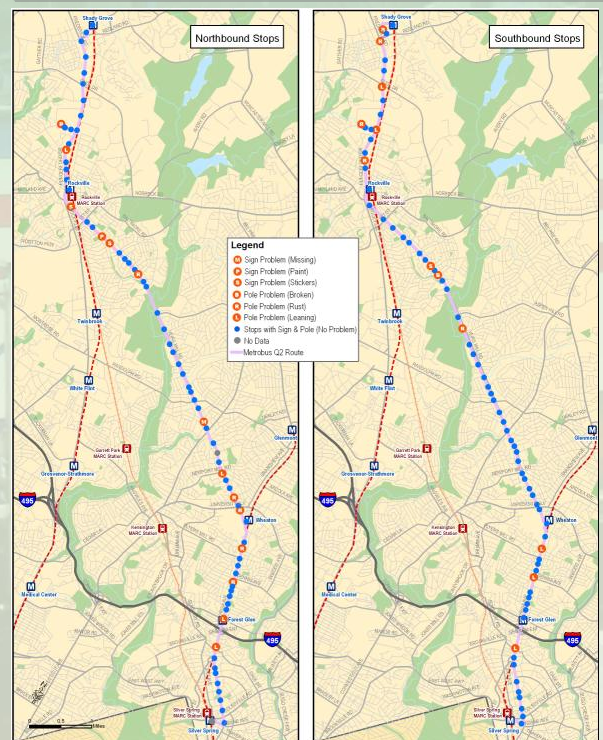
BENCH AVAILABILITY



INFORMATION AT STOPS



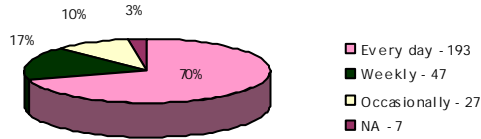
SIGN AND POLE CONDITION



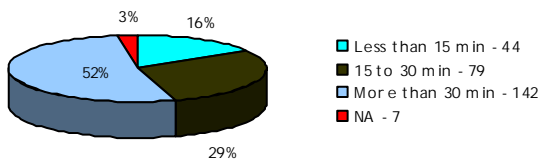
RIDER SURVEY RESULTS

A survey of bus riders was conducted on the Q2/Veirs Mill Line on December 17, 2008. 274 responses have been received as of January 21. The following highlights some key results:

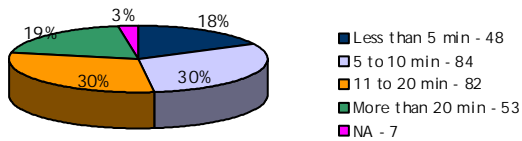
How often do you ride the bus?



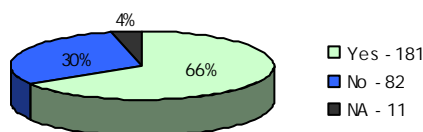
How long will you be on the bus?



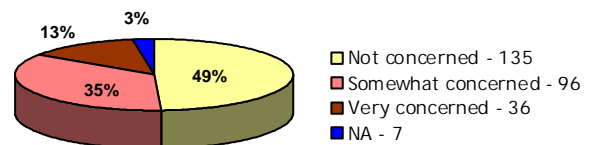
How long did you wait for the bus you are now on?



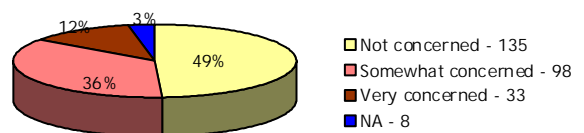
Was a seat available when you boarded the bus?



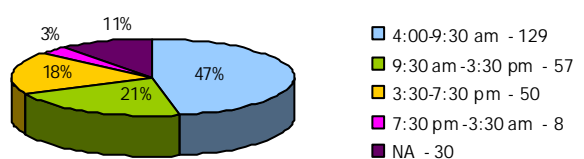
Please rate your overall feelings of safety and security on this bus.



Please rate your overall feelings of safety and security at the bus stop where you boarded this bus.

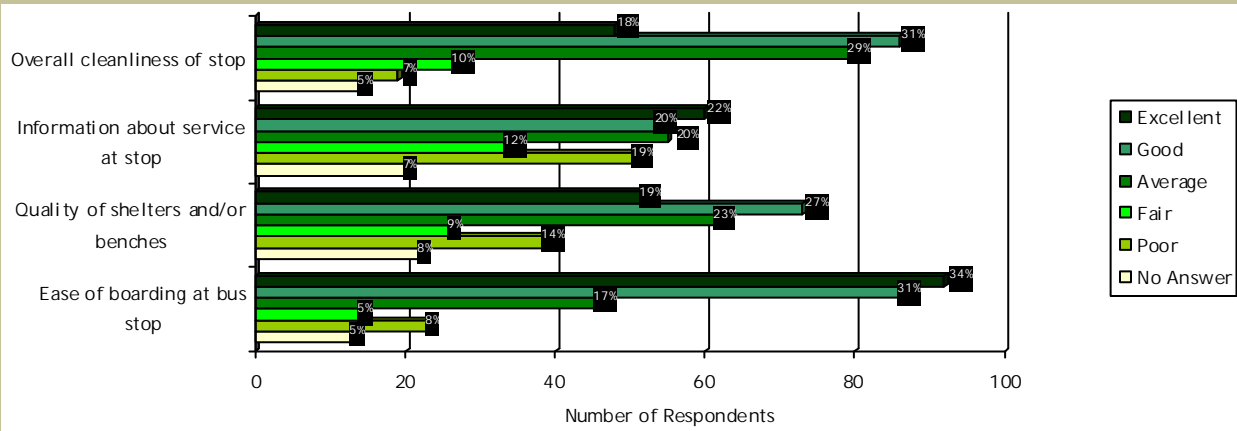


What time of the day are you riding this Q2 bus?

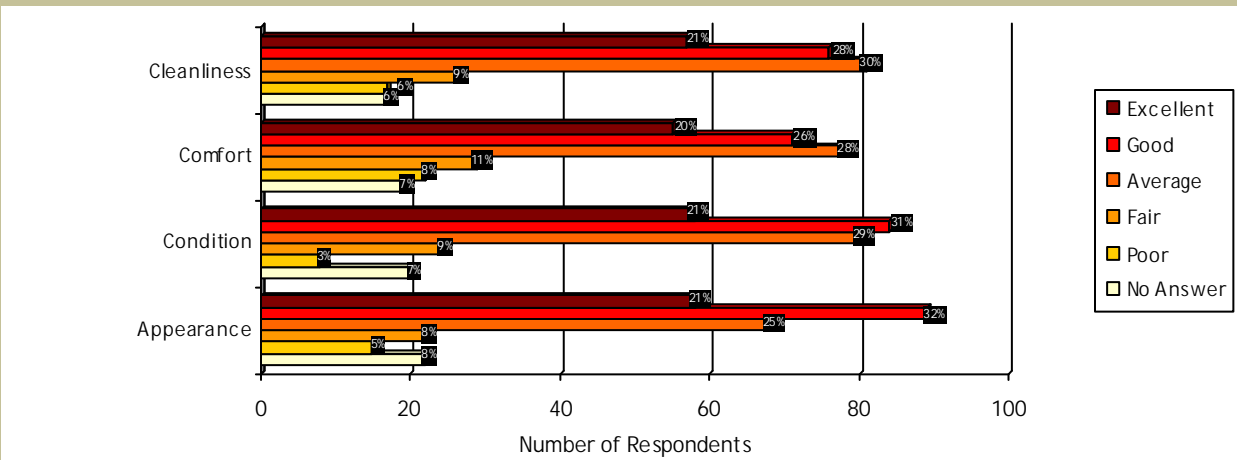


RIDER SURVEY RESULTS

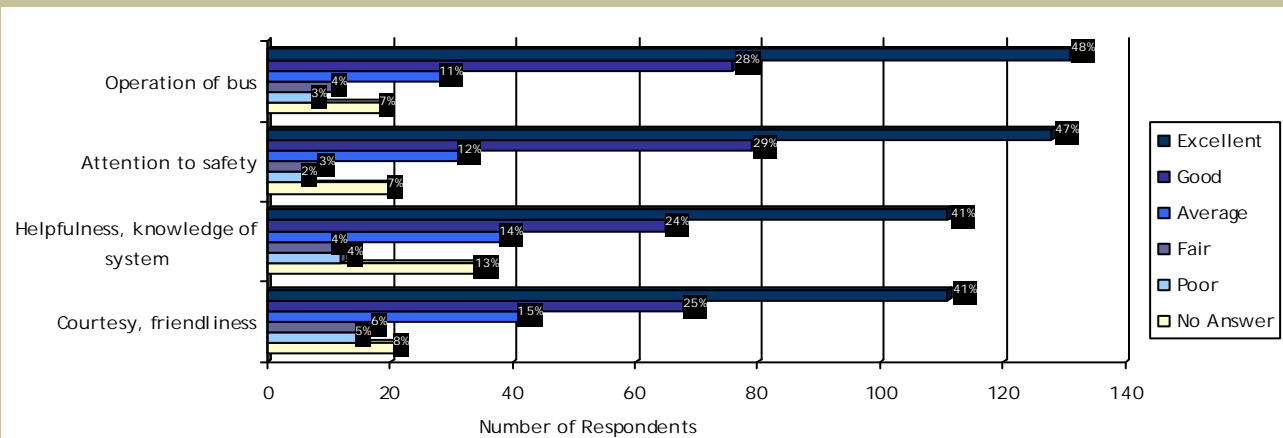
Please rate the quality of the bus stop where you boarded this bus.



Please rate the quality on the bus you're currently on.

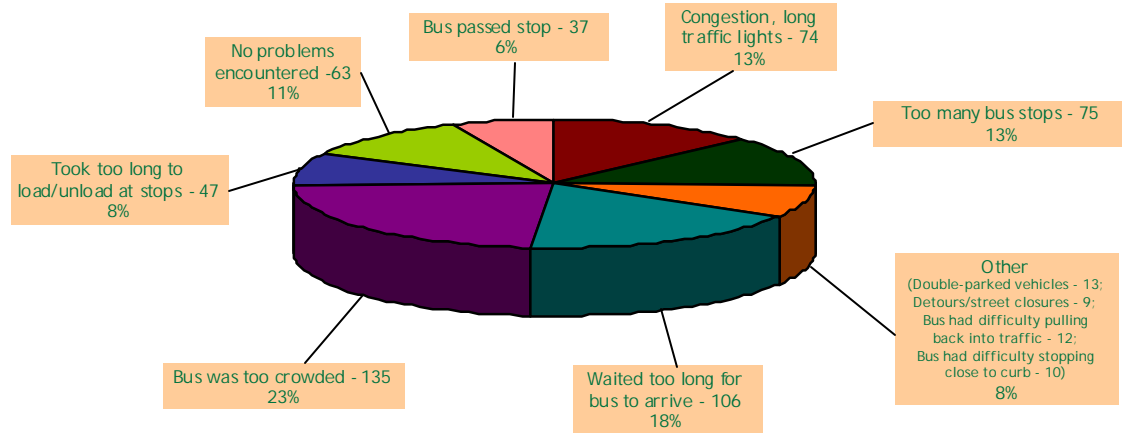


Please rate the driver on the bus you're currently riding.



RIDER SURVEY RESULTS

Which of the following problems did you notice on this bus today?



Please identify the three areas where you feel the service on the Q2/Veirs Mill Line needs the most improvement.

