

move dc
Our Transportation Future



LOCAL BUS STUDY UPDATE

August 2013



d.
District Department of Transportation



Move DC: Local Bus Study Updates

- Originated out of stakeholder feedback from Idea Exchange and priorities during first round workshops
- Focused on Circulator and WMATA “Non-Regional” routes to identify opportunities for service improvements
- Explores operating models and considerations
- Findings folded into short- and long-term planning for local transit



Move DC: Local Bus Study Updates

- Updates on:
 - Market Analysis
 - Stakeholder Interviews
 - Route Evaluations
- Provide preview for:
 - Scenario Development





MARKET ANALYSIS



Purpose

- Understand market for transit
 - Population & employment densities –strongest indicators of transit demand
 - Socio-economic characteristics - Low income, non-white, no vehicle
 - Travel flows



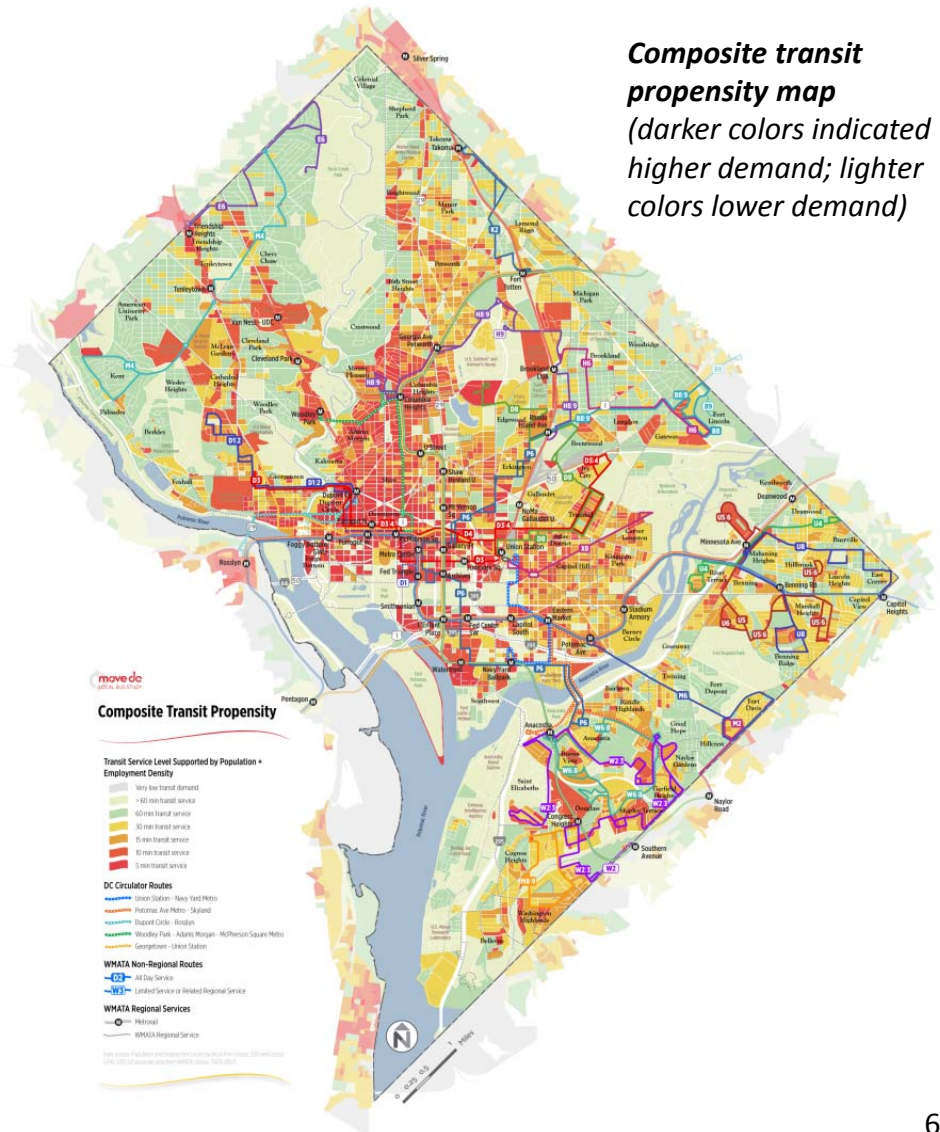
Relationship between densities and transit supported



Process

- Map population density/employment density
- Determine transit levels supported by neighborhood
- Create composite propensity map
- Understand market for transit

Composite transit propensity map
(darker colors indicated higher demand; lighter colors lower demand)



Market Analysis Findings

- Moderate to high transit demand throughout the District
- District generally well-covered by transit services (Metrorail, Regional bus, Non-Regional bus, DC Circulator)
 - Regional bus routes are generally direct and fast
 - Non-Regional bus routes generally maximize coverage and are slower
 - Majority of District covered by Regional bus supplemented by Non-Regional service
 - Major exception is Wards 7 and 8, which are served predominantly with more circuitous Non-Regional service



STAKEHOLDER & OPERATOR INTERVIEWS



Interviewees

- City of Alexandria DASH
- Arlington County ART
- DC Surface Transit
- Fairfax County Connector
- GoDCGo
- Montgomery County Ride On
- Prince George's County The Bus
- WMATA Bus Planning and Long Range Planning divisions
- WMATA Riders Advisory Council



History/Current Practice

- All other DC-area jurisdictions except Prince George's County have taken over part or all of WMATA's Non-Regional service
- Taking over routes in other areas was relatively easy because of clear distinction between Regional and Non-Regional routes



Business Models

- Montgomery County directly operates
- All other operators contract for service
 - DASH contracts out management and operations
 - Others manage and contract operations
 - Arlington leases its maintenance facility from its contractor
 - Others own their own facilities
 - Many ways to structure contract



Perspective on Operating Models

- Contracting Service
 - Potential to manage cost in some areas even while maintaining a unionized workforce.
 - Potential new/additional costs in contracting/procurement and some line administrative line items.
 - Reducing costs can result in deferred maintenance issues.
- Direct Operations
 - Perceived as providing higher quality service (usually in maintenance-related areas)
 - Provides more flexibility to change service or add programs



Funding

- Operating costs:
 - Vary between MD and VA
 - At all systems, significant local contributions for operating costs
- Capital costs
 - MD: State pays 90%
 - VA: State pays up to 80%
 - WMATA does not charge jurisdictions for bus purchases for Non-Regional service
- **With DDOT operation, 100% funding for buses would be a cost item not incurred by other jurisdictions**





ROUTE EVALUATIONS



Purpose

- Develop clear understanding of all routes in terms of:
 - Service Design – transfers, alignment, schedule
 - Ridership – by trip, stop and time of day
 - Boardings and alightings by stop
 - On-Time Performance
 - Performance – productivity (passengers/hour, passengers/mile, average speed, stop spacing, total vehicle hours to revenue vehicle hours ratio)
 - Options for improvement
- To be completed for all Non-Regional and Circulator routes
- Example: M6 Fairfax Village



Example – M6 Fairfax Village

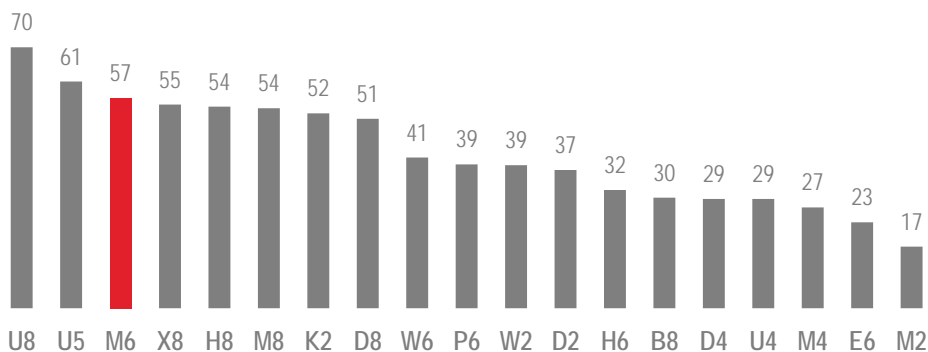
■ Design & Schedule

- Ward 7/8 connector from Fairfax Village/Fort Davis to Potomac Ave Metrorail
- Direct route except for loop (eastbound direction only)

■ Performance

- Strong productivity
- High ridership and moderate service levels
- Compared to Non-Regional routes, good weekend ridership

Passengers per revenue vehicle hour on M6 and Non-Regional routes



M6 route map



Example – M6 Fairfax Village

- Assessment
 - High ridership and good performance
 - Direct service with clear purpose (get people to Metrorail)
- Service Options
 - Reduce non-productive weekend time (deadhead)
 - Begin weekend service earlier to match demand
 - Consolidate with M2 (serves Naylor Road and overlaps with M6 loop)
 - Revise loop operation – counterclockwise in AM and clockwise in PM



Next Steps

- Evaluate existing service and potential options
- Identify and evaluate other issues and opportunities:
 - Service integration (WMATA, DC, Circulator, etc.)?
 - Fare integration (with WMATA/other services)
 - Maintenance facility locations
 - Facility ownership and operations (lease/own?)
 - Potential partnerships (other operators, public-private?)
- Evaluate cost impacts
- Identify possible business models
- Develop three scenarios for service and operations

