



Accessibility Advisory Committee

600 Fifth Street NW
Washington, DC 20001
202-962-6060

BUS AND RAIL SUBCOMMITTEE MEETING MINUTES: July 17, 2017

In attendance: Edward McEntee (2nd Vice-Chair), Darnise Henry Bush, Tino Calabia, Charlie Crawford, Steven Kaffen, Phillippa Mezile, Mary Kay McMahan, Anthony Oberg, Randall Pope, Phil Posner, Paul Semelfort, and Herbert Treger.

Call to Order

Second Vice-Chair McEntee called the July 17, 2017 Bus and Rail Subcommittee (BRS) meeting to order at 4:00 pm.

Review and Approval of Agenda and Minutes

The BRS approved the July 17, 2017 meeting agenda.

The BRS approved the June 12, 2017 meeting minutes as written.

Public Comment

A comment was made about a bus stop in the 6200 block of Addison Road in Prince George's County. The customer stated that the bus stop is located in front of a house, and often, buses pass by without picking her up. When this occurs, she has to wait almost an hour for the next bus. The customer requested that the bus stop be moved from in front of the house to a more suitable location where bus operators can recognize that customers are waiting for the bus. Jim Hamre, Director of Bus Planning (BPLN) stated that he will have his team review the stop to determine if the bus stop can be moved to a more standard location.

Metrobus – State of Good Operations

Mr. Hamre discussed Metro's process to provide efficient bus service throughout the region. Through research of performance data, studies, customer input, and jurisdictional priorities, Metro periodically conducts regular evaluations of the bus service to adjust underutilized routes or add service to meet customer demand. The bus service adjustments include adding trips on crowded routes, service to new markets, time on trips that are consistently late, evening and weekend service. To date, Metro has considered 193 service changes which have resulted in increased ridership and on-time performance on Metrobus.

Metro conducts public hearings to ensure customers are aware of the proposed changes. In response to a question about outreach, Mr. Hamre stated that Metro performs outreach directly on buses, at bus stops, community meetings, and online.

The following is a list of routes in each jurisdiction that are proposed for service adjustment in the FY2018:

District of Columbia

Route: 52 (14th Street Line); 74 (Convention Center – SW Waterfront); P6 (ANAC Eckington); 60 (Fort Totten – Petworth); 96 (East Capitol – Cardozo); B8/9 (Fort Lincoln Shuttle); H6 (Brookland – Fort. Lincoln); G9 (Rhode Island Avenue Limited; S (16th Street – Pot Park, 16th Street, 16th Street Limited, Fort Dupont Shuttle, Rhode Island Avenue – Carver Terrace, Springfield Circle, and Springfield Circle)

Maryland

Route: B30 (Greenbelt – Baltimore Washington International Thurgood Marshall Airport); Y (Georgia Avenue – Maryland)

Virginia

Route: 1Y (Dunn Loring – DC); 4A/B (Pershing Drive – Arlington Boulevard); 15K/L (Chain Bridge Road); 16B (Columbia Pike); 17 (Kings Park – North Springfield, Kings Park Express); 18 (Orange Hunt, Burke Center); 26A (Annandale - East Falls Church); 29K/N (Alexandria – Fairfax); REX (Richmond Highway Express)

Mr. Hamre stated that it is Metro's goal is to maximize the number of customers who benefit from the changes. All the changes on bus service are budget neutral. Additionally, the proposal is recommending that several lines be redirected:

- 94 – Station Road
- 4A/B - Pershing Drive – Arlington Boulevard
- Metroway – Potomac Yard
- 10E – Hunting Point – Pentagon
- V5 – Fairfax Village – L'Enfant Plaza

Mr. Hamre stated that if approved by the Board, it is anticipated that the service changes will be implemented over a period from December 2017 to June 2018.

Herbert Treger expressed an interest why the 7A (Lincolnia – North Fairlington) and the 22A/B/C (Barcroft – South Fairlington) are being redirected from the Pentagon to Pentagon City. Mr. Hamre stated the changes in those lines are primarily for the weekend service. The Pentagon is closed to the public on the weekends, and the changes will allow customers to take advantage of other bus lines and services at Pentagon City.

In follow up, Mr. Treger expressed an interest in how bus lines in Northern Virginia are extended into the District of Columbia. Mr. Hamre stated that in 1977, when the Blue Line extended to Rosslyn and Ronald Reagan National Airport, Virginia made the decision to stop operating buses across the river. In late 1990, that decision was revisited and Metro has restored some of Virginia's "cross the river" connections.

Charlie Crawford expressed an interest in the type of consideration that was given to customers in the areas where the proposed bus line changes. Mr. Hamre stated that as part of Public Participation Plan and Title VI assessment, staff conducts an array of outreach sessions to ensure customers are aware of the proposed changes.

Steven Kaffen stated that on some Metrobus vehicles, the seats appear to tilt back. He expressed an interest in whether Metro was changing its seating on buses. Mr. Hamre stated that Metro has several bus manufactures, and the newest fleet may have seats that tilt.

In follow up, Mr. Kaffen expressed an interest in how customers can share information about bus service. Mr. Hamre stated that customers can contact Metro's Customer Service at (202) 637-1328 or complete a form online. Additionally, customers can share information at the public hearings.

Mr. Kaffen also expressed an interest in the reason Metro makes the automated announcement about the fare on Metrobus. Mr. Hamre stated that the announcement makes it clear that there is a fee to ride Metrobus. Mr. Kaffen stated that many people find those announcements annoying.

Darnise Bush expressed an interest in the proposed changes on the 94 - Station Road bus line. Mr. Hamre stated that Metro has seen a decline in ridership on the bus line. The bus line is being considered for replacement by the D.C. Circulator. In follow up to a comment about whether redirected lines would be included in the public hearings, Mr. Hamre stated that Metro will have one formal public hearing.

The BRS thanked Mr. Hamre for his discussion on the proposed service changes for FY2018.

New Business

Tino Calabria stated that the local newspaper had an article with a rendering of a proposed new entrance to Union Station (1st Street side). The article stated that new entrance would reduce crowding. He suggested that the BRS reviews the issue for accessibility.

Adjournment

The meeting was adjourned at 4:43 p.m.