

WORK SESSION OF THE GREENBELT CITY COUNCIL held Wednesday, September 27, 2017, on Transit.

Mayor Jordan started the meeting at 7:30 p.m. The meeting was held in Room 201 of the Community Center.

PRESENT WERE: Councilmembers Judith F. Davis, Konrad E. Herling, Silke I. Pope, Rodney M. Roberts and Mayor Emmett V. Jordan. Leta M. Mach and Edward V. J. Putens arrived late.

STAFF PRESENT WERE: Nicole Ard, City Manager; Terri Hruby, Acting Director of Planning and Bonita Anderson, City Clerk.

ALSO PRESENT WERE: Al Himes, Manager of Service Development and Bus Schedule Office of Bus Planning; Ginger Archibald, Bus Operations Specialists, Washington Metropolitan Area Transit Authority (WMATA); Anthony Foster, Prince George's County Department of Public Works and Transportation (DPWT); Brooks DuBose, News Review and Stephen Holland, resident

Washington Metropolitan Area Transit Authority (WMATA) & Department of Public Works and Transportation (DPWT)

Mr. Himes discussed the reduction of service in June of 2017, which affected the weekend bus service in the City. WMATA had a shortage of bus drivers along with a reduction in daily ridership. He reviewed the Metro Service Performance Monitoring data form. The two proposed bus route changes will affect the G12 and G14 buses at Roosevelt Center. There were additional discussions about the proposed bus route changes and service performance, along with feedback from community members in attendance.

The new schedule will increase the frequency of bus arrivals at all stops along the route, which will reduce the wait time and will eliminate the timed transfer between the G12 and G14 at the Crescent Road stops near Roosevelt Center. Mr. Himes stated that the time transfer is used by about 48 riders per day and that the staggered schedule of the G12 and G14 buses could benefit 268 riders per day on average. Currently, the wait time between the G12 and G14 at Roosevelt Center is five minutes.

Ms. Davis inquired about the no show of buses and the customer feedback in the Greenbelt area. Mayor Jordan mentioned that there is an app that notifies riders when a bus is enroute. There has been an issue regarding the connection on the app.

Mr. Himes stated that there is a contract in place for bus shelters. WMATA currently has a list of bus shelters that have power and are working on a plan which will be impacted by the budget. He stated that there were improvements with street operations.

Ms. Pope mentioned her concern about the Metro buses that drive down Lakecrest Drive during school hours and that it may be an issue.

Ms. Davis asked if Metro inspectors are sent out. Mr. Hans mention WMATA doesn't rely on the data. Mr. Herling asked WMATA representatives about early arrivals of Metro buses, and if bus drivers have time to let them know if they are on time.

Mr. Herling stated that he believes that ridership decline is due to Safe Track and riders utilizing other transportation options. Mr. Orleans mentioned that the graphs reference the destination of the bus transfer and would like to hear more discussion on time transfer.

Mayor Jordan mentioned the difficulty citizens have travelling to and from one part of the City.

Ms. Archibald mentioned that the riders' timed transfers are very helpful. The ridership during the staggered time on the weekends has been under 4% from Roosevelt Center.

Mr. Holland suggested, as an alternative proposal, to stagger the schedule on the weekends and leave the weekday timed transfer schedule as is. Ms. Archibald stated that Mr. Holland's recommendation will be considered by WMATA.

Mr. Himes stated that the proposed changes to the B30 Greenbelt-BWI Thurgood Marshall Express Line bus route would add a stop at Arundel Mills Mall if implemented.

Ms. Archibald mentioned that there are two options. The first option would be to add a stop at Arundel Mills Mall, to decrease bus arrival times by approximately 10 minutes. The second option would reroute the B30's path from Greenbelt Metro Station through Laurel. This would add one or two stops on Route 1, heading towards the mall and BWI Airport. She stated that the changes would increase the interval between buses to roughly 90 minutes.

Mr. Herling mentioned WMATA's expectation of ridership change due to the proposed B30 change. Mr. Himes stated that there is a lot of activity and access to transfer to other buses.

Ms. Hruby, who has a good working relationship with WMATA and Prince George's County, will stay in communication about the proposed changes. The deadline for written testimony regarding these changes will end on October 2, 2017. WMATA and the Maryland Department of Transportation will deliberate on the feedback received on these proposals at that meeting and submit their recommendations to the WMATA Board of Directors Committee meeting on November 2. The full board will officially vote on the proposals on November 16.

Mr. Foster provided an update on the performance of the Route 15X line of The Bus. It began as a pilot program in April 2017 and services Greenbelt, New Carrollton Metro stations and NASA Goddard. He reported that the program has been successful to date and ridership has shown continued growth. No changes are planned for the route at this time. Mayor Jordan urged Mr. Foster and DPWT to consider adding service to Lanham-Severn Road and Seabrook MARC stations.

Informational items were discussed.

The meeting ended at 9:52 p.m.

Respectfully Submitted,

*Bonita Anderson, CMC
City Clerk*