

WMATA FY24 Budget Rail Service Proposal

**City of Hyattsville
City Council Briefing
April 3, 2023**



Green/Yellow Line Proposal

Increased Green and Yellow Service with Yellow Line Short Turns

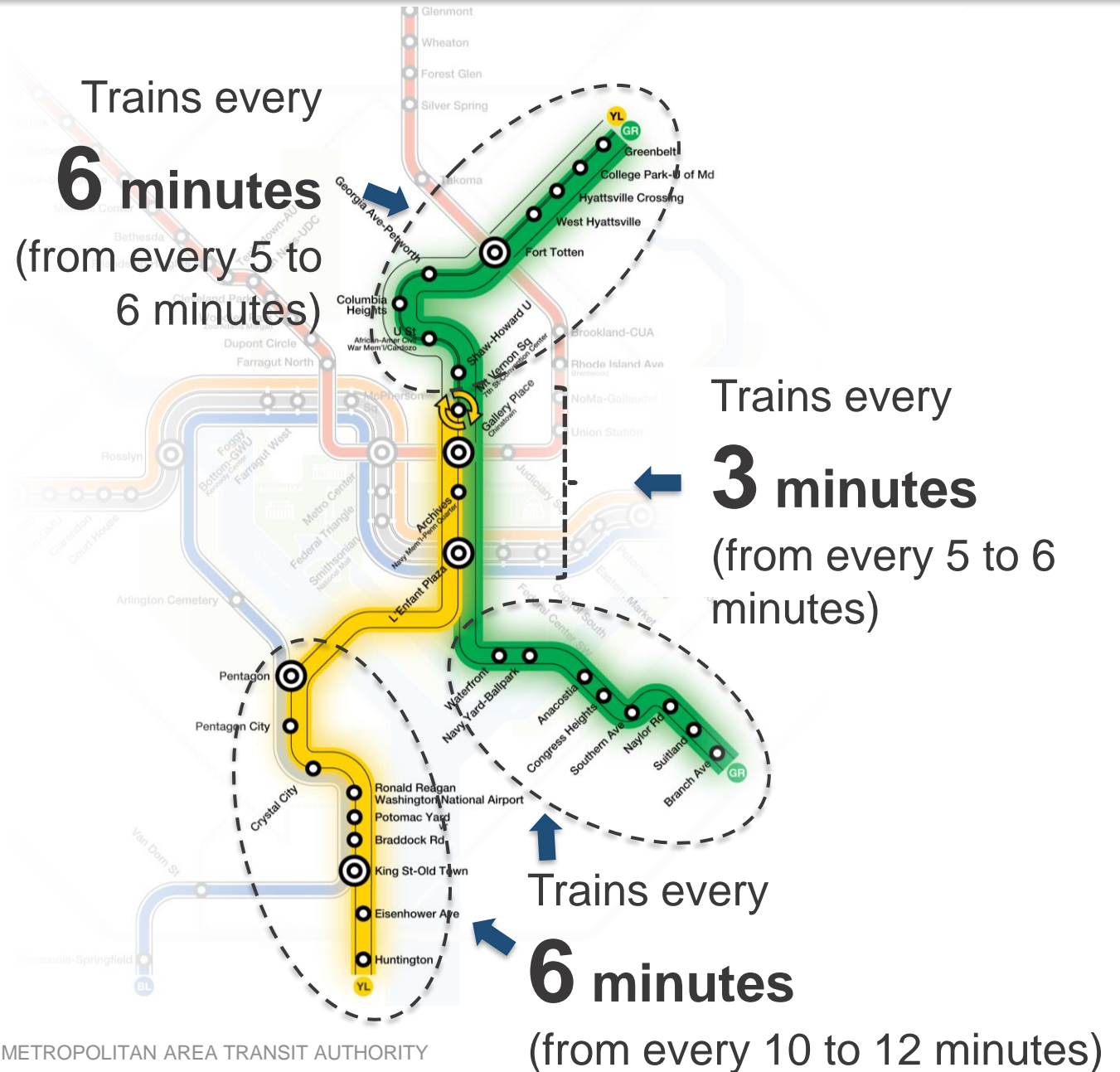
By running more trains, the entire Green and Yellow Lines will receive **6 minute service all day**, instead of only the combined parts

Balancing service requires turning Yellow Line trains at the Mt. Vernon Square pocket track

34% more service for Green and Yellow Line customers

3 out of 4 Green and Yellow line customers see more frequent service – **reducing wait times 33 to 50%**

Yellow Line service to resume in May with service between Huntington and Mt. Vernon Square, following reopening of Yellow Line bridge and tunnel

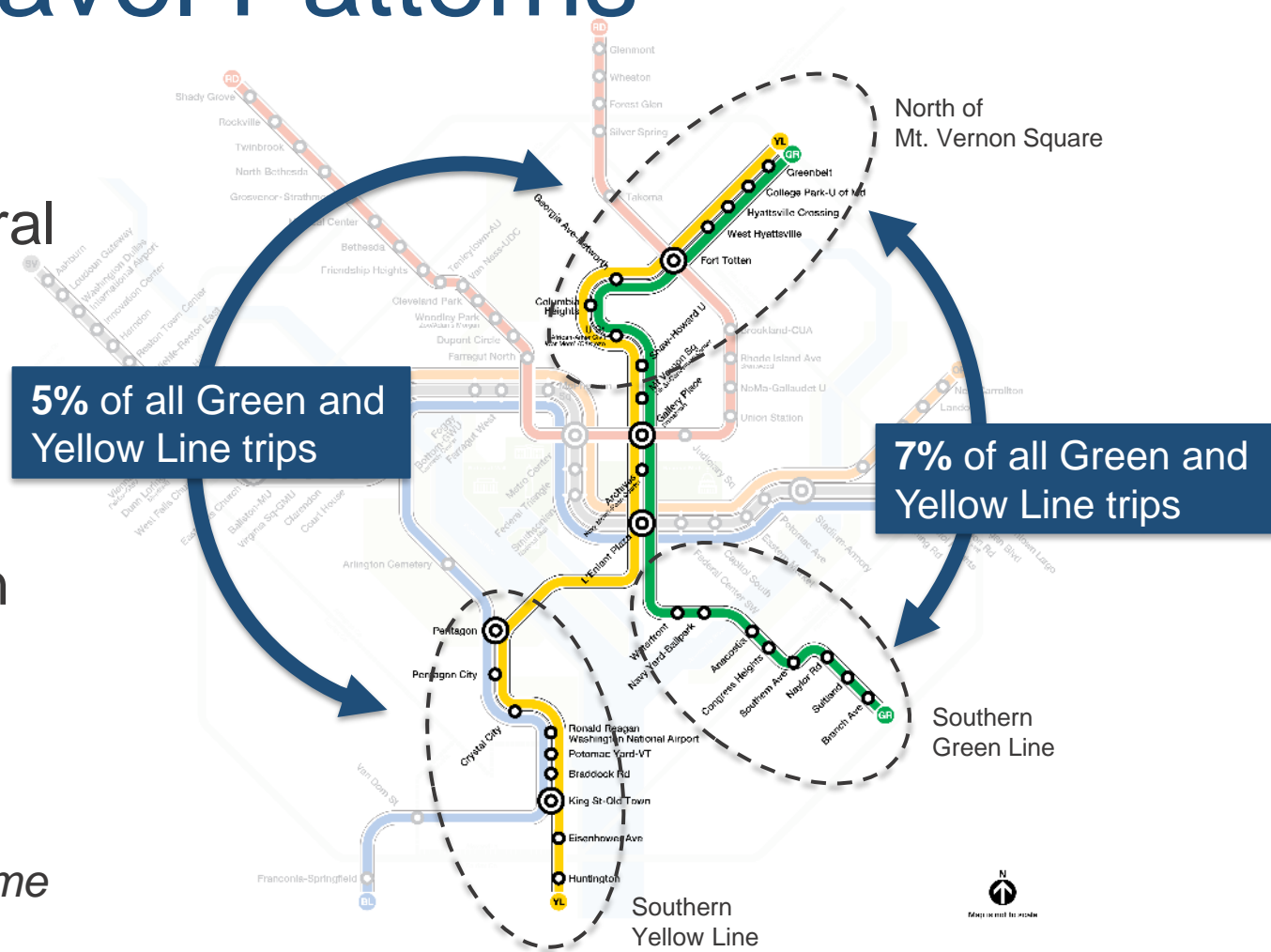


Green and Yellow Travel Patterns

Most customer trips are to and from the core

GREEN AND YELLOW LINE TRIPS

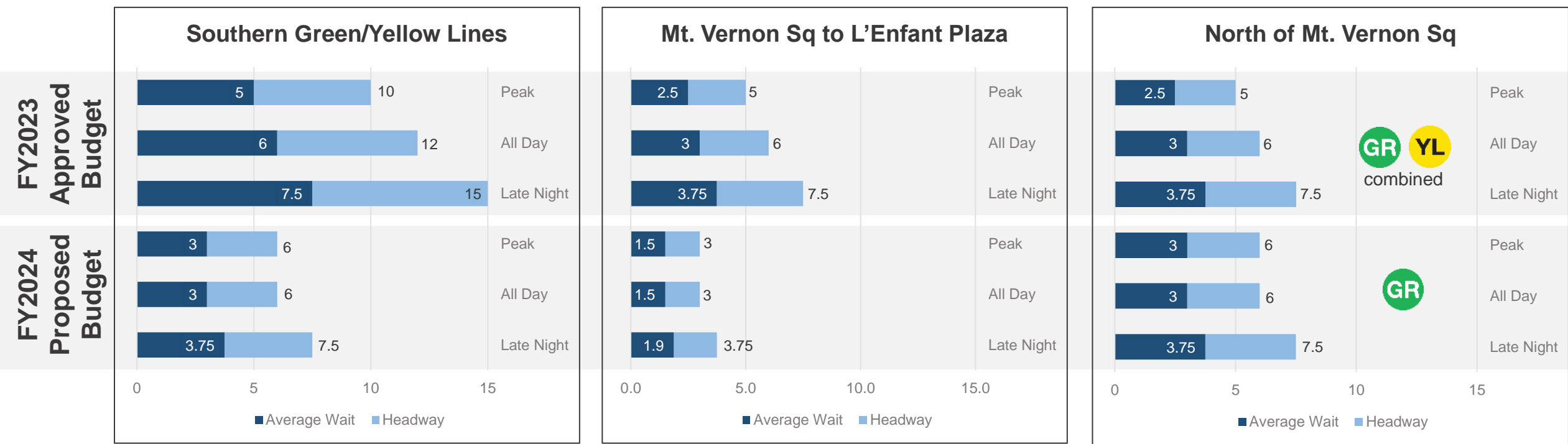
- 88% of trips are to or from the central segment or within one branch
 - 65% are to or from the central part of the system
 - 23% are within the same end of a line
- 12% are from one end of the Green or Yellow line to the other
 - 7% are between northern and southern Green Line
 - 5% are between northern and southern Yellow Line – *would require a 3-minute same platform transfer under proposal, partially offset by 2 to 3 minute reduced average wait for initial train*



Based on customer feedback, updating service plan to run Late Night Green and Yellow Line trains every 7.5 minutes

Headways and Average Wait Times by Segment

Shorter wait times on Southern and Central segments of the Green and Yellow Lines



Average wait times reduced 1 to 3 minutes at all times
Maximum scheduled wait times reduced up to 6 minutes

0.5 minutes longer average Peak wait times
Unchanged Base All Day wait times
Unchanged Late Night wait times





















Peak Service: Increased service frequency between 6:30-9:30am and 3-7pm, Monday-Friday
All Day Service: Baseline service from Opening until 9:30pm, seven days a week
Late Night Service: Service frequency from 9:30pm to Close, seven days a week



Metrorail Service Frequency Detail

Peak Headway
Minutes between trains

All Day Base Headway*
Minutes between trains

Line	Segment	August**	FY23 Budget	Proposal***	August**	FY23 Budget	Proposal***
	Shady Grove to Glenmont	10	5	5	10	6	6
 	Mt. Vernon Sq to L'Enfant Plaza	7.5	5	3	7.5	6	3
 	Greenbelt Terminal****	15	5	6	15	6	6
	Branch Avenue Terminal	15	10	6	15	12	6
	Huntington Terminal	15	10	6	15	12	6
 	Pentagon to Reagan National Airport	7.5	5	3.75	7.5	6	4
  	Rosslyn to Stadium-Armory	5	3.3	3	5	4	3.75
 	East Falls Church to Rosslyn	7.5	5	4.3	7.5	6	5.5
	New Carrollton Terminal	15	10	7.5	15	12	10
 	Downtown Largo Terminal	7.5	5	5	7.5	6	6
	Franconia Terminal	15	10	10	15	12	12
	Vienna Terminal	15	10	7.5	15	12	10
	Ashburn Terminal	15	10	10	15	12	12

*Until 9:30pm, 7 days a week

***Assumes railcar fleet fully available (including 7000 series)

****Proposal includes all Yellow Line trains terminating at Mt. Vernon Sq; only Green Line trains serving Greenbelt

What Service Optimization Could Accomplish



Customer Focus / Drives Ridership

- Improve customers' access to destinations and grow system ridership
 - Increase service frequency in areas with high ridership potential
 - Minimize transfer wait times



Equitable

- Increase access to opportunity
 - Focus on currently under-served areas
 - Especially benefit people of color and low-income customers



Asset Optimization

- Optimize use of assets and value delivered from system investments
 - Use available railcar fleet
 - Maximize system design capacity and train throughput