

From: Rybeck, Rick (DDOT) [Rick.Rybeck@dc.gov]
Sent: Friday, September 22, 2006 12:49 PM
To: Ron Kirby; Wendy Klancher
Cc: Noye, Catondra (DDOT); Hughey, Rosalynn (OP); Thomas Harrington; 'David F. Erion'; Nat Bottigheimer; Pourciau, Michelle (DDOT); Covington, Rosemary (DDOT); Meacham, Karen (DDOT)
Subject: RE: AFA Concerns about Anacostia Streetcar Project - Please Adjust the TPB Meeting Minutes

Importance: High

Dear Ron and Wendy,

In light of the information in the e-mails below, I would like the minutes of the Sept 20th TPB meeting to reflect the fact that the W-9 Metrobus service is being discontinued at the present time because of low ridership as part of the District's regular review and adjustment of District Metrobus service. All of the stops on the discontinued W-9 service are (and will continue to be) serviced by the W-4 Metrobus service. This change is unrelated to the implementation of streetcar service that will begin in about one year's time. Therefore, as DDOT Acting Director Pourciau stated at the meeting, implementation of the streetcar service is not resulting in any reduction in bus service and, in fact, overall transit service levels will be enhanced as a result.

I regret that there has been a misunderstanding about this issue and that this misunderstanding may not have been adequately addressed at the TPB meeting. Please forward this e-mail to the members of the AFA Committee and the TPB.

Thank you for your attention to this matter.

Rick Rybeck

Deputy Associate Director

Transportation Policy & Planning Administration

District Department of Transportation

2000 14th Street, NW, 7th Floor

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-----Original Message-----

From: David F. Erion [mailto:derion@wmata.com]
Sent: Friday, September 22, 2006 12:00 PM
To: Rick Rybeck; Nat Bottigheimer
Cc: Catondra (DDOT) Noye; Rosalynn Hughey; Thomas Harrington
Subject: Re: FW: AFA Concerns about Anacostia Streetcar Project

Route W9 was established with the opening of Anacostia Station in 1991 to provide a connection between the Station and Bolling AFB. Prior to 9/11, the route operated onto the base and carried almost 500 daily riders. After 9/11, buses were denied access to the base, so the route was changed to make stops outside the gates. Ridership dropped to 100 a day. Elimination of this route effective September 24, 2006, is based solely on its low ridership and the availability of the W4 route, which serves the same stops as the W9 (although at a \$1.25 fare compared to \$0.75 on the W9). The W9 has never been used by a significant number of community residents. The Barry Farm neighborhood has all-day service, seven days a week, on Routes W2 and W3 at a \$0.75 fare.

Dave

>>> Nat Bottigheimer 09/21/06 12:48 PM >>>

No problem at all. I'd like Dave Erion's input, too...any implication that the streetcar was related to the discontinuation would be purely accidental. FYI, I've sent an email to Michelle apologizing that my comments weren't entirely aligned with hers...I really thought the W9 issue was not going to be a big deal, and as I understand it streetcar levels of service are intended to be superior to those currently provided by the Ws. I was very puzzled by Kathy Porter's take on this one...it seemed as if no-one bothered to ask whether the assertion contained in the presentation was true or not before it was provided to

TPB staff...odd.

>>> "Rybeck, Rick (DDOT)" <Rick.Rybeck@dc.gov> 9/21/2006 12:34 PM >>>

Dear Nat,

I have not been intimately involved in the Streetcar project. However, My understanding is that the W-9 is being discontinued this year as a low-performing route and its service area is being picked up, at least in part, by the W-4 service. To my knowledge, this is NOT a case where the Streetcar (which will not begin service until next year) is eliminating a bus route.

Yet, after Michelle's comment about the Streetcar not eliminating bus service, you responded by mentioning the termination of the W-9. Perhaps it was unintentional, but your comment appeared to indicate that the Streetcar was eliminating this service. Would it be acceptable to you if I ask Kirby to have the minutes of the meeting reflect that the termination of the W-9 is part of the District's regular evaluation and adjustment of bus Service and not a case where the establishment of streetcar service is Eliminating bus service?

Yours,

Rick Rybeck

Deputy Associate Director

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From: Noye, Catondra (DDOT)

Sent: Thursday, September 21, 2006 9:07 AM

To: Rybeck, Rick (DDOT)

Cc: Covington, Rosemary (DDOT); Meacham, Karen (DDOT)

Subject: RE: AFA Concerns about Anacostia Streetcar Project

Rick,

I have no idea how they get that impression from my presentation. I Focused strictly on the streetcar. The document that you referenced has been available for some time. In fact, it was available at the meeting when I made my presentation. There were questions about bus service in general and how the streetcar would impact it. I told them that we would not be eliminating bus service with any of the improvements that we are making this includes streetcar and rapid bus. I don't think it was a misunderstanding. I think that they wanted to emphasize the importance of bus based community circulation in low income neighborhoods. I have no problem with that position and I hope that my email below provides sufficient clarification. If not, I will continue to try.

Catondra

From: Rybeck, Rick (DDOT)
Sent: Wednesday, September 20, 2006 5:59 PM
To: Noye, Catondra (DDOT)
Cc: Covington, Rosemary (DDOT); Meacham, Karen (DDOT)
Subject: RE: AFA Concerns about Anacostia Streetcar Project

Dear Catondra,

Thanks for the clarification.

Please review our presentations related to this topic to see if we can understand why AFA was left with the impression that "the Anacostia streetcar project will replace a more extensive and frequent bus service." Sometimes misunderstandings just happen. On the other hand, maybe there's something in our presentations that could be clarified or sharpened to avoid this in the future.

Go to

http://www.mwcog.org/committee/committee/documents.asp?COMMITTEE_ID=15

<http://www.mwcog.org/committee/committee/documents.asp?COMMITTEE_ID=15>

and download Item # 10 for their report to today's TPB meeting.

Thanks again.

Rick

202-671-2325

From: Noye, Catondra (DDOT)

Sent: Wednesday, September 20, 2006 4:28 PM

To: 'Wendy Klancher'

Cc: Michael Eichler; Gerald Miller; Covington, Rosemary (DDOT);

Meacham,

Karen (DDOT); Rybeck, Rick (DDOT)

Subject: RE: AFA Concerns about Anacostia Streetcar Project

Hello Wendy,

Thanks for the heads up. Nat is correct. The W9 service is being eliminated September 29, 2006. The area will, however, still have bus service. The W4 will be extended to provide service to that area. When the streetcar service starts next year, it will provide service in addition to the service provided by the W4. Thus, the community-oriented bus service that the committee supports will still provide service as well as the new streetcar service. Please let me know, if I can provide further clarification.

Thanks

Catondra

From: Wendy Klancher [mailto:wklancher@mwcog.org]
Sent: Wednesday, September 20, 2006 3:30 PM
To: Noye, Catondra (DDOT)
Cc: Michael Eichler; Gerald Miller
Subject: AFA Concerns about Anacostia Streetcar Project

Catondra:

I wanted to give you a heads up about some comments the AFA committee made to the Transportation Planning Board today about the Anacostia Streetcar project. Kathy Porter, chair of the AFA, presented the attached comments to the TPB today (Item 3A).

3. Concerns about the New Long-Range Plan

A. The AFA committee recognizes the importance of the new bridge and Transit projects near the Anacostia Waterfront proposed for the 2006 CLRP. However, the committee is troubled the Anacostia streetcar project will replace a more extensive and frequent bus service. As the AFA has stated in the past, the committee supports maintaining community-oriented bus service which sometimes serve low-income communities better than rail transit.

Michelle Pourciau was under the impression that there is no bus service being replaced by the street car project. Nat Bottingheimer from WMATA said that the W9 is being cut because of low ridership. Michelle was going to follow-up with DDOT staff about this. Any clarifying information that you have would be welcome.

Please let me know if you have any questions.

Wendy

Wendy Klancher, AICP

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