



Notice of Public Hearings

Washington Metropolitan Area Transit Authority
Docket B15-03: Proposed Metrobus Service and Tariff
Changes

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the docket mentioned above as follows:

Hearing No. 606
Thursday, September 17, 2015
Metro Headquarters Building
600 5th Street, NW
Washington, DC

Information Session at 6 p.m. – Public Hearing at 6:30 p.m.

Please note that this date is subject to the facility's cancellation policy.

The locations for all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 at least 48 hours prior to the public hearing date.

For more information please visit www.wmata.com/hearings and www.wmata.com/betterbus.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to the docket will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at these public hearings are requested to furnish in writing their name and organization affiliation, if any, via email to speak@wmata.com. The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, or can be made by calling 202-962-2511. Please submit only one speaker's name per letter. Lists of speakers will not be accepted. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT WRITTEN STATEMENTS – Written statements and exhibits must be received by 5 p.m. on Wednesday, September 23, 2015 by the Office of the Secretary and may be emailed to writtentestimony@wmata.com. They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Please reference Docket B15-03 in your submission. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA’s website, without change, including any personal information provided.

SURVEY – Additionally, if you wish to participate in a survey on this project, please go to www.wmata.com/betterbus. The survey will open by 9 a.m. on Saturday, August 15, 2015 and will close on Wednesday, September 23, 2015 at 5 p.m. You will be asked to provide feedback on the proposal and related service changes, as well as some demographic questions. The information collected through the survey will be maintained anonymously. This option is in addition to your ability to speak at a public hearing and to submit a written statement. The survey results, along with written statements and public hearing comments, will be presented to the Board and will be part of the official public hearing record.

BACKGROUND –In order to serve the greatest number of customers as efficiently and effectively as possible, Metro periodically adjusts bus service to match commuting patterns, as well as changes in discretionary travel destinations and ridership demands in communities we serve.

PROPOSAL – Overall, the bus service changes in this proposal aim to increase the effectiveness of Metrobus by removing service with very few riders; eliminating trips or sections of routes where other bus service is available; and terminating select routes that do not meet performance criteria.

The savings realized from reducing the less productive service will be used to add buses on crowded routes; change schedules in response to current traffic conditions; add service to areas with the greatest demand; and restructure certain routes to simplify travel.

Routes with bus service change proposals are as shown on the accompanying chart.

Additionally, there are three tariff proposals:

- Allow customers transferring to/from the Q line to ride Metrorail between Wheaton and Silver Spring Stations at no additional charge.
- Allow customers transferring to/from certain bus lines to ride between Addison Road and Capitol Heights at no additional charge.
- Require Transit Link Card (TLC) customers to purchase a new SmarTrip® card each month at the retail price of a SmaTrip® card (currently \$2.00), with the purchase of the TLC pass.

The proposed package of service realignments does not increase budgeted operating costs, but the changes will improve overall on-time performance and customer satisfaction, increase ridership, and improve cost recovery.

By adjusting Metrobus service to maintain a state of good operations, the proportion of passengers who will see improvements to their service greatly outnumbers passengers using the less productive service that will be reduced.

The specific proposals are as follows:

<u>Jurisdiction</u>	<u>Line Number</u>	<u>Line Name</u>	<u>Description</u>
DC	5A	DC - Dulles	Eliminate all service.
	34	Pennsylvania Avenue	Eliminate route 34 on evenings and weekends. Alternate service is available on routes 32, 36, 30N, 30S.
	54	14th Street	Shorten route by eliminating segment between McPherson Square and L'Enfant Plaza. Other routes provide overlapping service. Route 52 will still connect 14th Street to L'Enfant Plaza. Improve frequency between 14th & Colorado and Takoma Station.
	63	Takoma-Petworth	Add one AM peak trip to reduce crowding.
	64	Fort Totten-Petworth	Add one AM peak trip and one PM peak trip to reduce crowding.
	64	Fort Totten-Petworth	Increase weekday running time for improved schedule reliability.
	79	Georgia Avenue Limited	Add four AM peak trips and four PM peak trips to reduce crowding.
	80	North Capitol Street	Shorten route by eliminating service between McPherson Square and Kennedy Center. See D4 below for replacement service.
	81	College Park	Convert current route 81 trips to route 83 trips and eliminate route 81 designation. (Contingent upon adding Sunday service on the revised C2 line.)
	82	College Park	Eliminate two AM and three PM trips. Routes 83 and 86 still provide coverage.
	93	U Street - Garfield	Eliminate entire route 93; currently operates early morning and late night only. Add trips on routes 90, 92 and 94 as needed for capacity. Some existing trips may require transfers.
	97	East Capitol St.-Cardozo	Add one AM peak trip to reduce crowding.
	A8	Anacostia-Congress Hts.	Add one PM peak trip to reduce crowding.
	A42, A46, A48	Anacostia - Congress Heights	Eliminate routes; currently operate early morning and late night only. Replace with additional trips on routes A2, A6, A8 and P6 as necessary for capacity.
	B8, B9	Fort Lincoln Shuttle	Eliminate all service. Coverage would still be provided by route H6 to Brookland Station. Some existing trips may require transfers.

DC	D1	Glover Park - Federal Triangle	Shorten route by eliminating segment between Franklin Square and Federal Triangle. Reduce span.
	D3	Ivy City - Dupont Circle	Eliminate entire D3 route (operates weekday peak only.) D4 and D8 will still provide coverage, some existing trips may require transfers.
	D4	Ivy City - Franklin Square	Extend route D4 from Franklin Square to the Kennedy Center to replace 80.
	E2	Ivy City - Fort Totten	Increase weekday, Saturday and Sunday running time for improved schedule reliability.
	E4	Military Road-Crosstown	Increase weekday, Saturday and Sunday running time for improved schedule reliability.
	G8	Rhode Island Avenue	Add three AM peak trips, shorten some AM peak trips to start at Brookland Station. Add some PM peak trips between Brookland Station and Avondale to reduce crowding.
	G8	Rhode Island Avenue	Increase weekday running time for improved schedule reliability.
	H6	Brookland-Fort Lincoln	Reroute in Fort Lincoln via Costco.
	N3	Massachusetts Avenue	Eliminate entire N3 route (operates weekday peak only.) N4 still provides coverage, some existing trips may require transfers.
	S9	16th Street Limited	Add two AM peak trips and one PM peak trip to reduce crowding
	U8	Benning Heights	Extend some peak trips to Congress Heights. Reduce peak trips on the W4 route. Combined U8/W4 frequency between East Capitol & Benning and Congress Heights improved from 10 minutes to 7.5 minutes to reduce crowding.
	W4	Deanwood-Alabama Ave	Increase weekday running time for improved schedule reliability.
	X1,3	Benning Road	Increase weekday running time for improved schedule reliability.
	X3	Benning Road	Shorten route to end at Duke Ellington Bridge. Route 96 still provides coverage to Tenleytown.
	X8	Maryland Avenue	Add one AM and PM weekday round trip; add one PM Saturday and one PM Sunday round trip.
X9	Benning Rd-H St Limited	Increase weekday running time for improved schedule reliability.	
X9	Benning Rd - H St Limited	Add two AM peak trips and two PM peak trips to reduce crowding.	

MD	81	College Park	Convert current route 81 trips to route 83 trips and eliminate route 81 designation. (Contingent upon adding Sunday service on the revised C2 line.)
	B31	Crofton - New Carrollton	Convert existing B31 trips to B29 short trips between New Carrollton Station and Bowie Park and Ride.
	C2, C4	Greenbelt - Twinbrook	Restructure service. Operate C2 at reduced frequency between Greenbelt Station and Takoma Langley Crossroads Transit Center. Add additional C4 trips to provide adequate capacity and to reduce crowding on University Blvd. Some existing trips may require transfers.
	C2	Greenbelt-Twinbrook	Add Sunday service on route C2 - Greenbelt Station to Takoma Langley Crossroads Transit Center.
	F4	New Carrollton - Silver Spring	Improve Saturday schedule reliability. (Sunday run times were adjusted in December 2014.)
	G12, G13, G14, G16	Greenbelt - New Carrollton	Convert current route G16 trips to G14 trips and eliminate G16 designation. Eliminate route G14 service on Aerospace Road due to low ridership. Eliminate G13 designation (G13 trips become G14 trips) to simplify service.
	G12, G13, G14, G16	Greenbelt - New Carrollton	Add Sunday service on routes G12 and G14.
	K11	Forestville	Convert current route K11 trips to K12 trips and eliminate K11 route designation.
	J13	Marlboro Pike	Convert current route J13 trips to route J12 trips and eliminate J13 route designation.
	Q1, Q2, Q4	Veirs Mill Road	Discontinue route segment between Wheaton and Silver Spring stations during Metrorail operating hours. Overlapping service provided by Y lines. Some existing trips may require transfers. (Special rail fare discount between Wheaton, Forest Glen and Silver Spring Stations would also reduce the number of bus trips needed on this segment.)
	Q9	Veirs Mill Road Limited	Limited-stop Metro Extra would be added to Veirs Mill Road and operate between Rockville and Wheaton stations on weekdays only. Service would operate every 15 minutes between 7:00 a.m. and 8:00 p.m.
	R3	Greenbelt - Prince Georges Plaza	Eliminate entire line (operates weekday peak periods only.)
	V15	District Heights - Seat Pleasant	Convert current route V15 trips to V14 trips and eliminate V15 route designation.
V14, V15	District Heights - Seat Pleasant	Improve Sunday service by running the full route and expanding span of service to match Saturday service.	

MD	W19	Indian Head Express	1. Reduce service frequency to every 30 minutes.
			2. Reduce span of service; begin service later in the morning and/or end service earlier in the evening.
			3. Eliminate service south of Bryans Road.
			4. Transfer route operation to MTA Commuter bus.
	Z6	Calverton - Westfarm	Improve weekday schedule reliability.
	Z6	Calverton - Westfarm	Add Saturday service between Silver Spring Station and Castle Blvd.
Z8	Fairland	Reduce Saturday frequency to coordinate with new Z6 trips for added frequency on overlapping portions of routes Z6 and Z8.	
Z9, Z29	Laurel - Burtonsville Express	Restructure service, combine with Z11, Z13.	
Z11, Z13	Greencastle - Briggs Chaney Express	Restructure service, combine with Z9, Z29.	

VA	1A, 1B, 1E, 1Z	Wilson Blvd. - Vienna	Convert route 1Z trips to route 1B trips and eliminate route 1Z designation. Restructure route 1B to bypass Seven Corners Shopping Center. Eliminate all 1E trips and route 1E designation (service would no longer be provided on neighborhood streets in Dominion Hills). ART will provide replacement service on the neighborhood streets in Dominion Hills. Eliminate 1B service on MLK Day, Presidents Day, Columbus Day and Veterans' Day. Improve schedule reliability.
	1C	Fair Oaks - Dunn Loring	Improve weekday, Saturday and Sunday schedule reliability.
	2B	Fair Oaks - Jermantown Road	Implement hourly Sunday service.
	2T	Tysons Corner - Dunn Loring	Eliminate all Sunday service. Coverage still provided by Fairfax Connector. Some existing trips may require transfers.
	3A	Lee Highway - Falls Church	Shorten route by eliminating all service between East Falls Church Station and Rosslyn Station. Arlington Transit will provide replacement service between East Falls Church Station and Rosslyn Station.
	3A	Lee Highway - Falls Church	Eliminate supplemental trips operated on MLK Day, Presidents' Day, Columbus Day and Veterans Day, regular Saturday schedule will still operate on these days.

VA	3T	Pimmit Hills - Falls Church	Shorten route by eliminating service between West Falls Church Station and East Falls Church Station. Eliminate supplemental trips operated on MLK Day, Presidents' Day, Columbus Day and Veterans Day, regular Saturday schedule will still operate on these days.
	4A,B	Pershing Drive - Arlington Blvd.	Eliminate all Saturday service on route 4A (including holidays.) Eliminate supplemental trips operated on route 4B on MLK Day, Presidents' Day, Columbus Day and Veterans Day, regular Saturday schedule will still operate on these days.
	5A	DC - Dulles	Eliminate all service.
	7A	Lincolnia - North Fairlington	Eliminate all trips after 1 AM on Friday and Saturday nights.
	7H, 7X	Lincolnia - Park Center - Pentagon	Eliminate all 7H trips (weekday peak-period reverse commute.) Shorten route 7X by eliminating service between Lincolnia Road and Arbor Park. Route 29G provides alternate service to Arbor Park with stops on Route 236 at Southland Avenue.
	7Y	Lincolnia – North Fairlington	Eliminate service between 18th and I Streets NW and the Convention Center.
	7Y	Lincolnia – North Fairlington	Terminate alternating trips in the District, bypassing the Pentagon. Terminate remaining trips at the Pentagon without service into the District.
	7Y	Lincolnia – North Fairlington	Re-route using 14 th Street Bridge to access the District.
	9A	Huntington - Pentagon	Eliminate entire line. Metroway provides coverage on some segments, route 10A would be restructured to replace missing coverage along most other segments.
	10A, 10R, 10S	Hunting Point - Pentagon	Restructure service to provide coverage to Powhatan Street and Huntington Station lost by eliminating the 9A line. Eliminate 10R and 10S routes, convert some trips to 10A route. Would eliminate service connecting Alexandria and Crystal City to Rosslyn.
	10B	Hunting Point - Ballston	Improve weekday peak frequency from every 30 minutes to every 15 minutes.
	10B	Hunting Point - Ballston	Improve Sunday frequency from every 60 minutes to every 30 minutes.
	15K, 15L	Chain Bridge Road	Improve weekday schedule reliability.
15M	GMU - Tysons Corner	Eliminate entire line. Overlapping service provided by Fairfax Connector and City of Fairfax CUE. Some existing trips may require transfers.	

VA	16H	Columbia Heights West - Pentagon City	Shorten 16H route by eliminating segment between Crystal City and Pentagon City. Alternate service is provided by Metroway Potomac Yard Line.
	16X	Columbia Pike - Federal Triangle	Extend 1 AM and 3 PM weekday peak-period trips to Culmore.
	18E, 18F	Springfield	Eliminate entire line. Some segments will be replaced by restructured 21A, D line.
	21A, 21D	Landmark - Pentagon	Restructure service to cover Bren Mar Park (proposed to be eliminated on 18E, 18F.)
	21A, 21D	Landmark - Pentagon	Transfer route operation to Alexandria DASH.
	23A, 23B, 23T	McLean - Crystal City	Split weekday off-peak, Saturday and Sunday service to match weekday peak-period route pattern resulting in frequency improvements between Shirlington and Ballston.
	26A	Annandale - East Falls Church	Improve weekday peak frequency from every 60 minutes to every 30 minutes.
	28X	Leesburg Pike Limited	Reduce frequency from 15 minutes to 30 minutes, OR reroute to terminate at East Falls Church, thereby not serving West Falls Church or Tysons.
	29N	Alexandria - Fairfax	Improve Saturday frequency from every 60 minutes to every 30 minutes.
	29N	Alexandria - Fairfax	Improve Sunday frequency from every 60 minutes to every 30 minutes.
	38B	Ballston - Farragut Square	Eliminate supplemental trips operated on MLK Day, Presidents' Day, Columbus Day and Veterans Day, regular Saturday schedule will still operate on these days.

Fare Proposals	Red Line	Wheaton/Silver Spring	Allow customers transferring to/from the Q line buses to ride Metrorail Red line between Wheaton and Silver Spring at no charge.
	Blue/Silver Line	Capitol Heights /Addison Road	Allow customers transferring between certain bus lines to ride Metrorail blue/silver line between Capitol Heights and Addison Road at no charge.
	Transit Link Card	Systemwide	Approve a fare change for the Transit Link Card (TLC) pass, such that each time a TLC pass is issued to a customer on a new SmarTrip® card, the retail cost of the SmarTrip® card (currently \$2.00 per card) shall be added to the price of the TLC pass. To use a TLC, a new SmarTrip® must be purchased monthly.

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DISTRICT OF COLUMBIA

PROPOSED BUS SERVICE CHANGES

FISCAL YEAR 2016

DC - DULLES LINE, ROUTE 5A

BUDGET

- \$2,300,000 REDUCTION

CURRENT SERVICE AREA

- L'Enfant Plaza, Rosslyn, Herndon-Monroe Park-and-Ride, Dulles Airport

ROUTE / SEGMENT ELIMINATION

- All service on Metrobus route 5A would be discontinued.

ALTERNATIVE SERVICE AVAILABLE

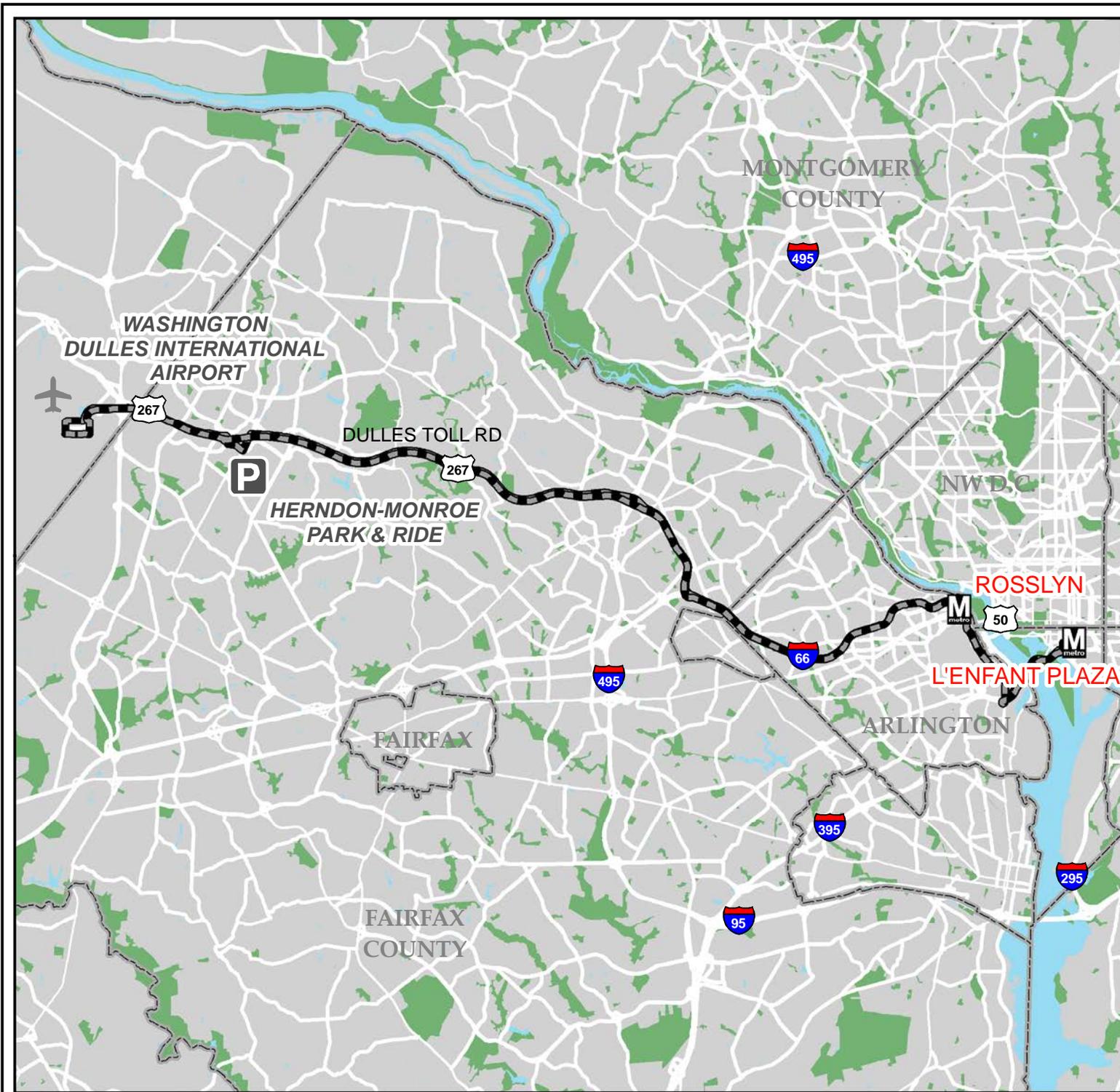
- Fairfax Connector route 981 service from the Wiehle-Reston East Metrorail Silver Line Station.

REASONS FOR CHANGE

- Metrorail's Silver Line has improved connectivity to Dulles Airport and along with Fairfax Connector's route 981, reducing the need for bus service from L'Enfant Plaza and Rosslyn to Dulles Airport.
- Buses currently used to operate this service can be moved to other areas of need.

PERFORMANCE MEASURES

- Ridership on Route 5A has dropped by 100,000 passengers annually (25%) since the opening of the Silver Line. Total ridership for FY15 was 300,000 compared with 400,000 in FY14.



5A

DC-Dulles Line

Proposed Route Elimination

Legend

-  Metrorail Stations
-  Route 5A
-  Roads
-  Jurisdictions
-  Parks
-  Water



PENNSYLVANIA AVENUE LINE, ROUTE 34

BUDGET

- \$346,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate route weekdays after 8 PM and all day Saturday and Sunday

ALTERNATIVE SERVICE AVAILABLE

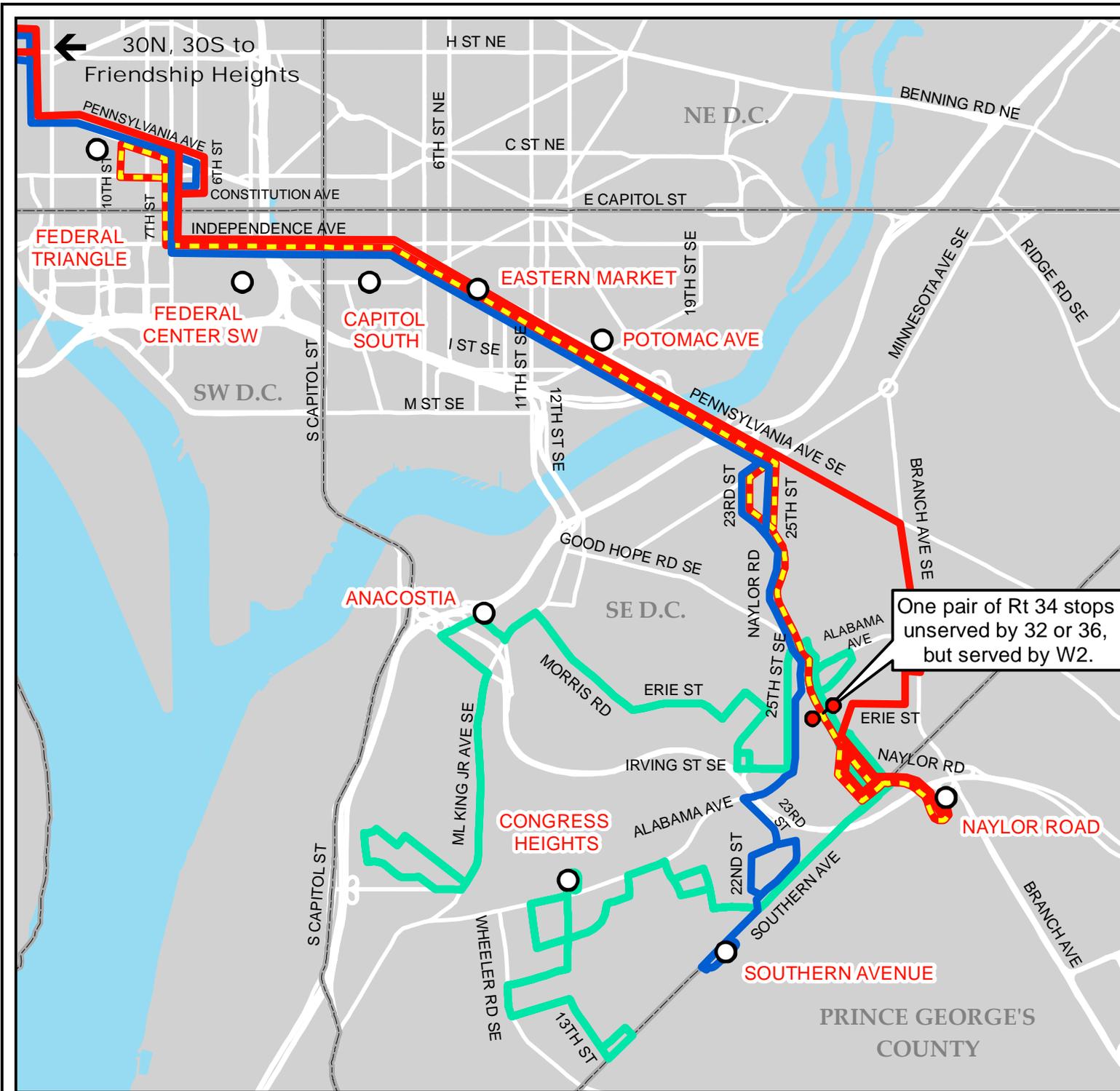
- Routes 30S and 32 serve the same stops as 34 between Naylor & Good Hope Roads SE and Archives
- Routes 30N and 36 serve the same stops as 34 between 30th Street & Naylor Road SE and Naylor Road Station
- One pair of stops on Naylor Road SE at Erie/28th Streets would not be served by any of the 30's routes, but is served by Routes W2 and W3, and is less than 0.25 mile from a 30's stop

REASONS FOR CHANGE

- Low ridership
- Duplication with other routes
- Service frequency improvements in 2014 on Routes 30N, 30S, 32 and 36 provide sufficient capacity to absorb all riders from the 34

PERFORMANCE MEASURES

- Average passengers per trip for affected service is 15.9 on weekdays, 24.8 on Saturdays, and 19.6 on Sundays
- Average daily passengers boarding and exiting at Naylor Road & Erie/28th Streets are 8 on weekdays (0.8 passengers per trip), 21 on Saturdays (1.4 per trip), and 17 on Sundays (1.1 per trip)



34

Pennsylvania Avenue Line

Proposed Service Reduction

Legend

- Metrobus Stops
- Metrorail Stations
- Rts 30N, 36
- Rts 30S, 32
- Rt 34
- Rts W2, W3
- Jurisdictions
- Roads
- Water

0 0.25 0.5 1 Miles

14TH STREET LINE, ROUTE 54

BUDGET

- Cost neutral

ROUTE / SEGMENT ELIMINATION

- Eliminate the segment of Route 54 between McPherson Square (14th & I (Eye) Streets NW) and L'Enfant Plaza at all times
- Improve the weekday service frequency between McPherson Square and Takoma Station

ALTERNATIVE SERVICE AVAILABLE

- Route 52 serves L'Enfant Plaza
- Discontinued Route 54 stops downtown would be served by transfers between Routes 52 and 53 and Routes 42, 80, D6, S2, S4, and X2

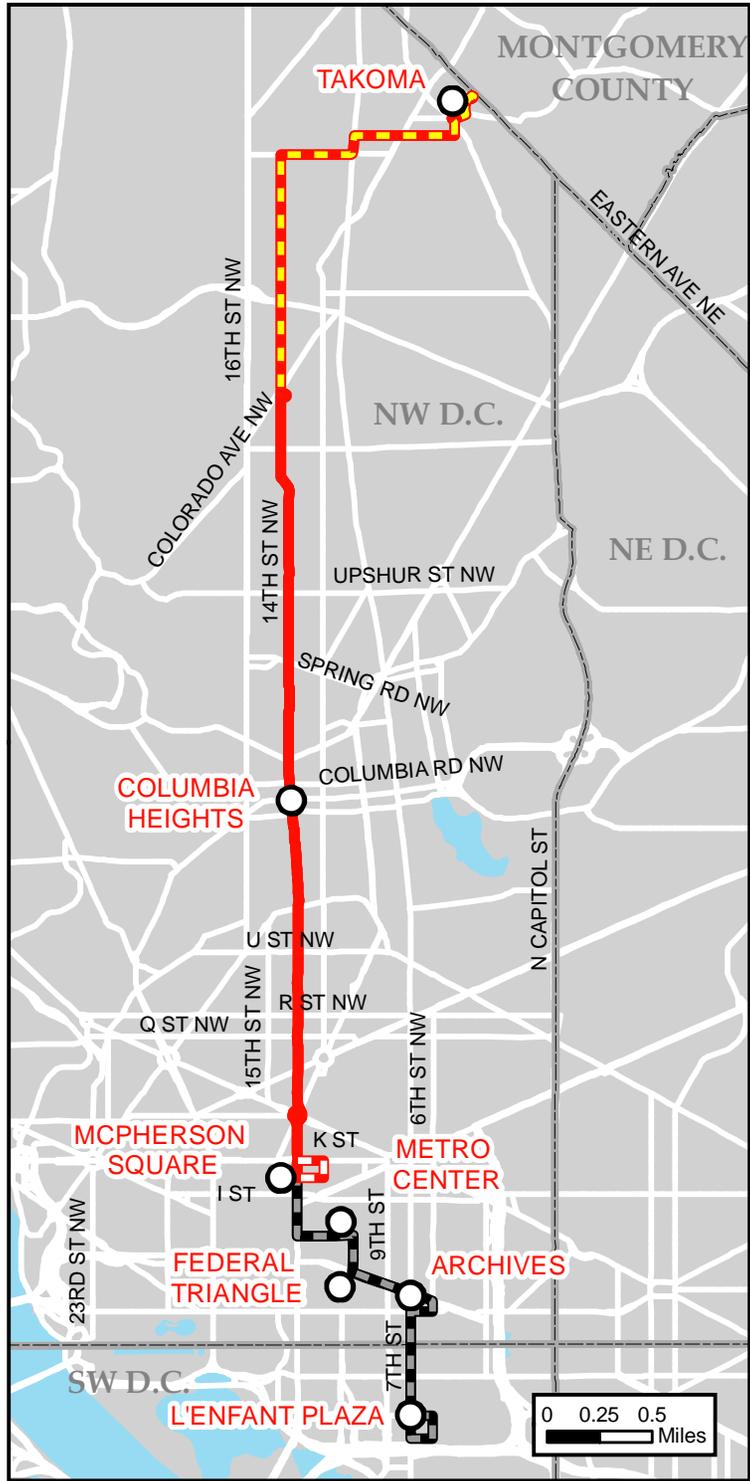
REASONS FOR CHANGE

- Low ridership south of McPherson Square
- High ridership between Takoma Station and McPherson Square
- Create a better balance of capacity and demand throughout the line

PERFORMANCE MEASURES

- Route 54 segment between McPherson Square and L'Enfant Plaza

Direction	Day	Average Daily Boardings	Average Daily Exits	Average Boardings per Trip	Possible Thru Passengers at McPherson Sq
South	Weekday	109	412	1.9	303
South	Saturday	41	210	0.7	169
South	Sunday	27	171	0.7	144
North	Weekday	505	117	8.7	388
North	Saturday	231	40	4.3	191
North	Sunday	167	27	4.1	140



54

14th Street Line

Proposal To Shorten Route and Improve Frequency

Legend

-  Metrorail Stations
-  Proposed improved frequency portion of 54
-  Proposed new 54 turnaround
-  Proposed to be eliminated 54
-  Unaffected 54
-  Roads
-  Jurisdictions
-  Water



TAKOMA- PETWORTH LINE, ROUTE 63

BUDGET

- \$53,000 ADDITION

PROPOSED IMPROVEMENT

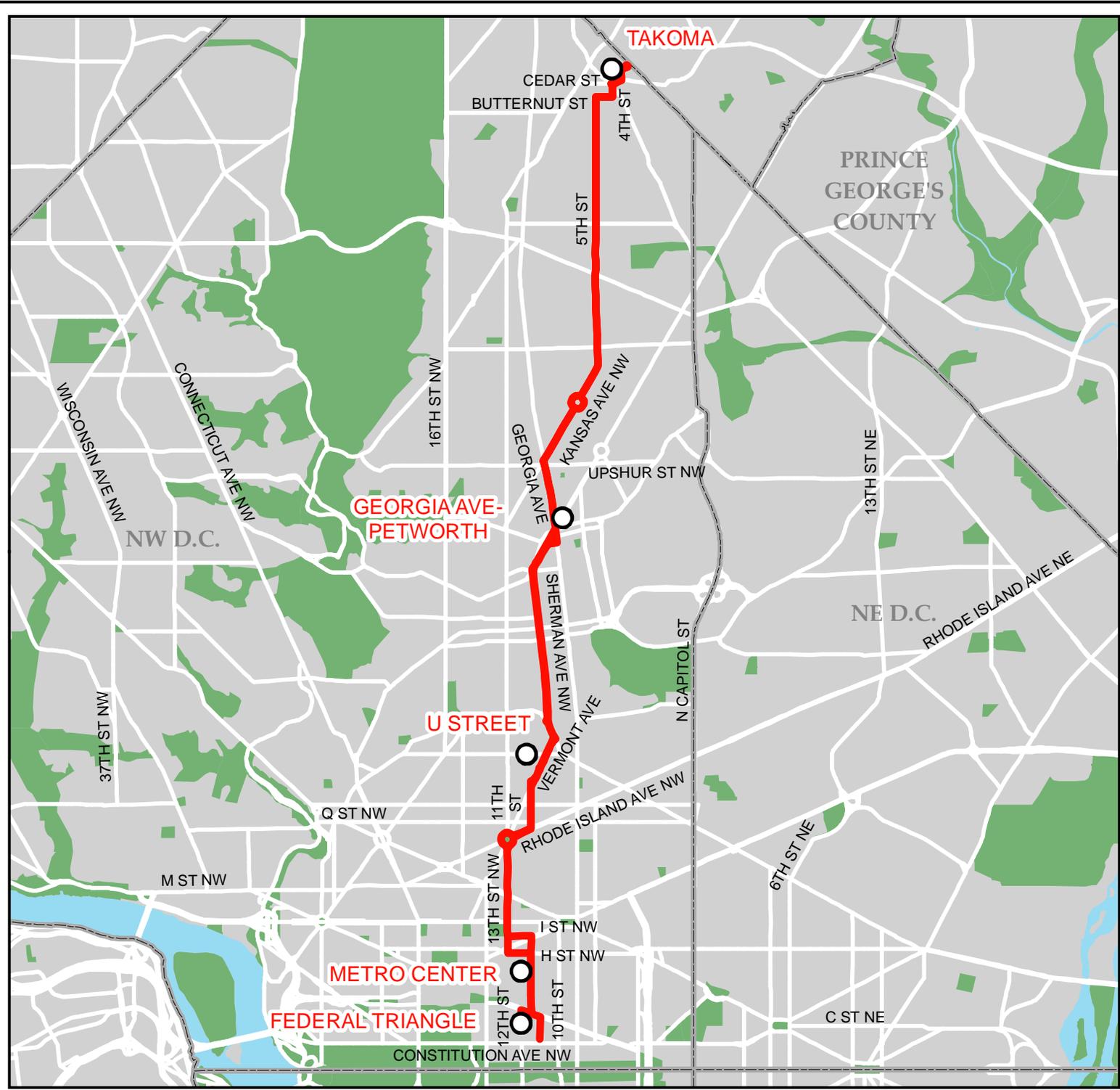
- Add one AM peak trip

REASONS FOR CHANGE

- Reduce peak period overcrowding

PERFORMANCE MEASURES

- Weekday southbound AM peak load factor of 1.32



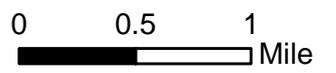
63

**Takoma-
Petworth Line**

Proposed New
Trip

Legend

- Metrorail Stations
- Route 63
- Roads
- Jurisdictions
- Parks
- Water



FORT TOTTEN- PETWORTH LINE, ROUTE 64

BUDGET

- \$228,000 ADDITION

PROPOSED IMPROVEMENT

- Add additional time to weekday schedules
- Add one AM peak trip and one PM peak trip

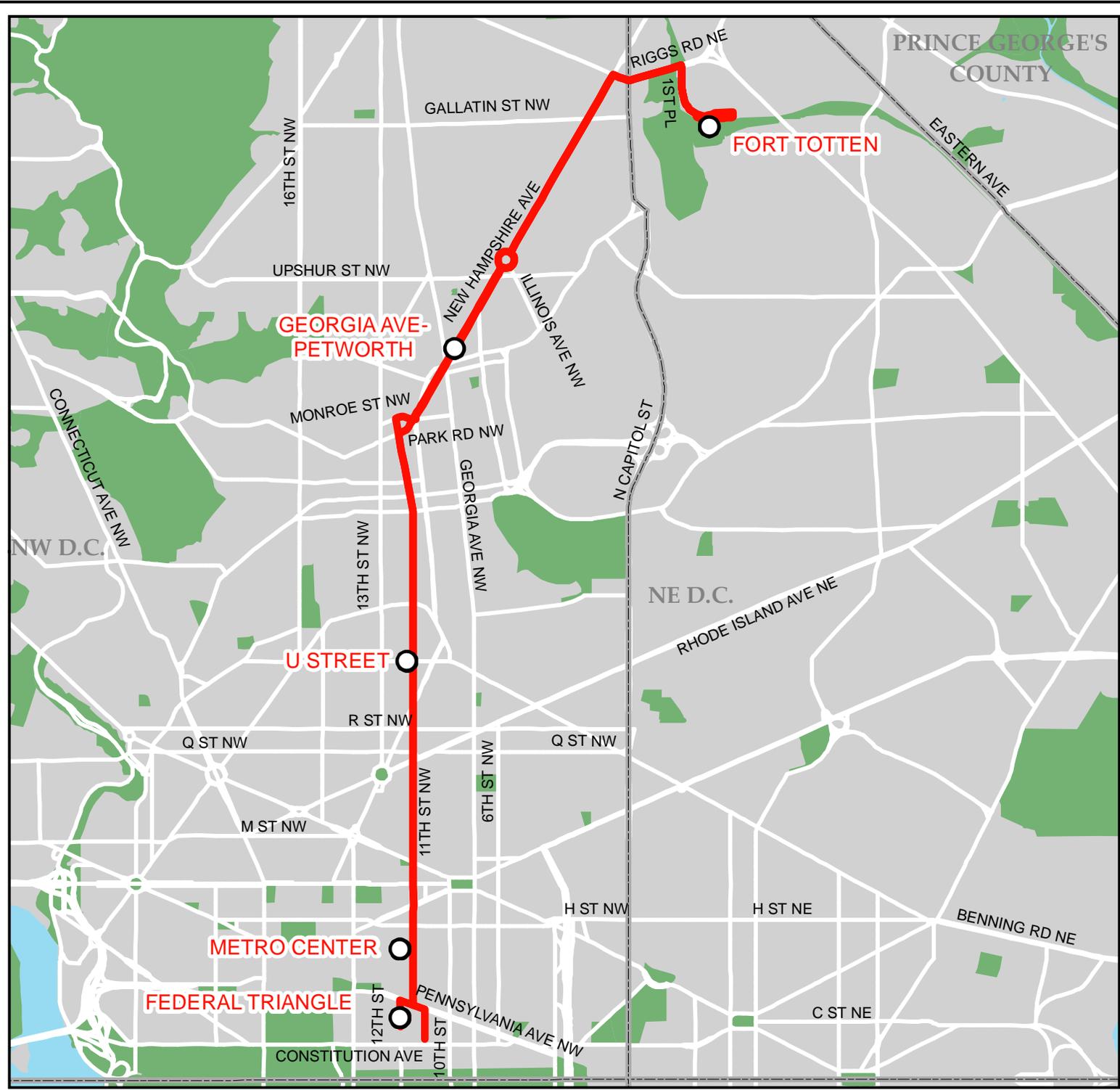
REASONS FOR CHANGE

- Improved reliability
- Reduce peak overcrowding

PERFORMANCE MEASURES

	Northbound On-Time Performance	Southbound On-Time Performance
Weekday	74.3%	81.2%

	Northbound PM Peak Load Factor	Southbound AM Peak Load Factor
Weekday	1.39	1.34



64

Fort Totten-Petworth Line

Proposed New Trips and Reliability Improvements

Legend

-  Metrorail Stations
-  Route 64
-  Roads
-  Jurisdictions
-  Parks
-  Water



GEORGIA AVENUE LIMITED LINE, ROUTE 79

BUDGET

- \$434,000 ADDITION

PROPOSED IMPROVEMENT

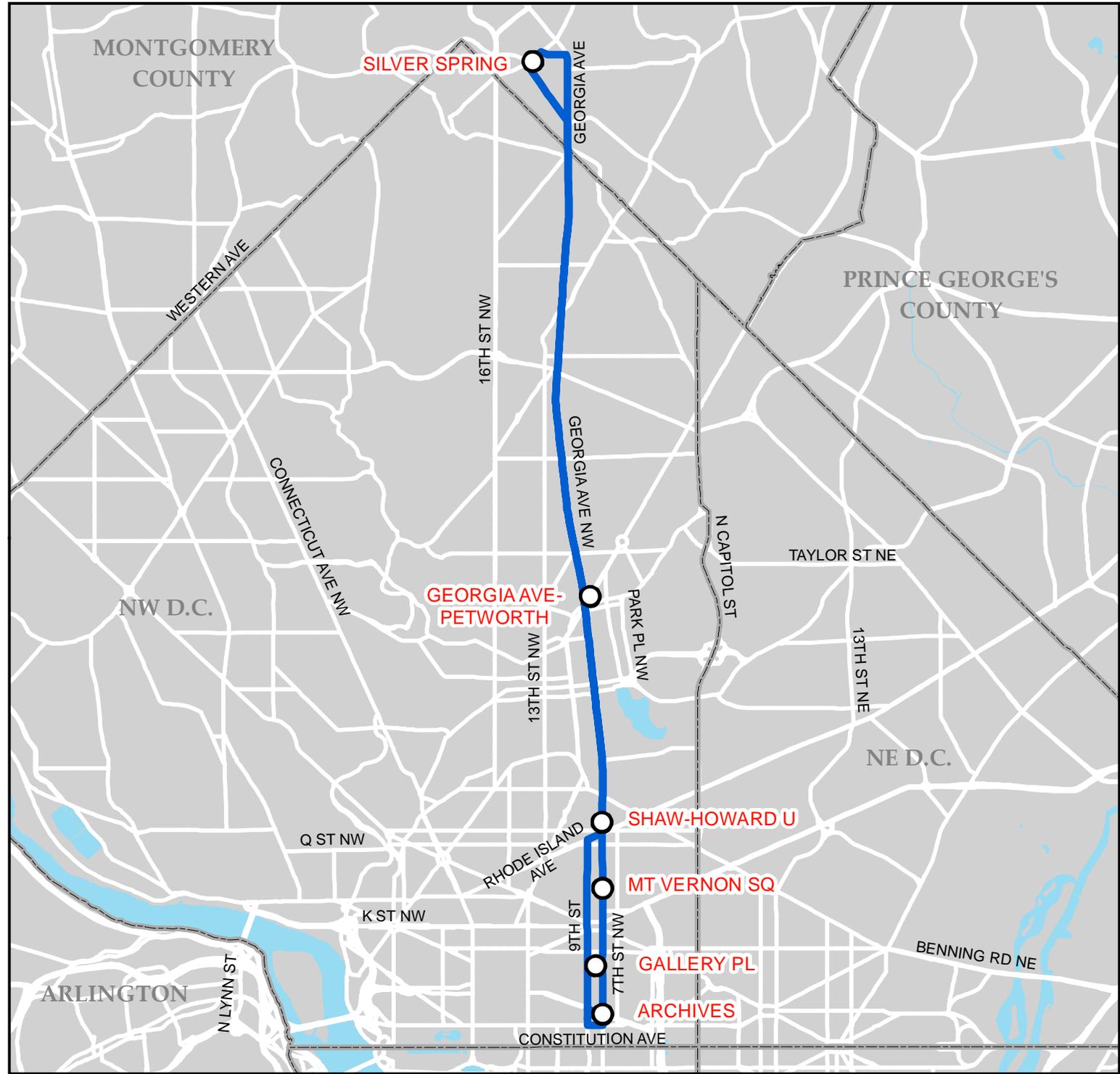
- Add four AM peak trips and four PM peak trips

REASONS FOR CHANGE

- Reduce peak overcrowding

PERFORMANCE MEASURES

- Weekday southbound AM peak load factor of 1.54
- Weekday northbound PM peak load factor of 1.59

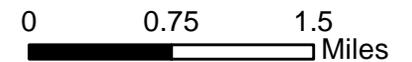


79

Georgia Avenue Limited Line
Proposed New Trips

Legend

- Metrorail Stations
- Route 79
- Roads
- Jurisdictions
- Water



NORTH CAPITOL STREET, ROUTE 80

BUDGET

- \$802,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate the route segment between McPherson Square and Kennedy Center at all times

ALTERNATIVE SERVICE AVAILABLE

- Proposed extension of Route D4 between Franklin Square (13th & I (Eye) Streets NW) and Kennedy Center over the same pathways as Route 80
- Route D4 span and frequency of service are similar to Route 80
- See description of Route D4 elsewhere in this docket

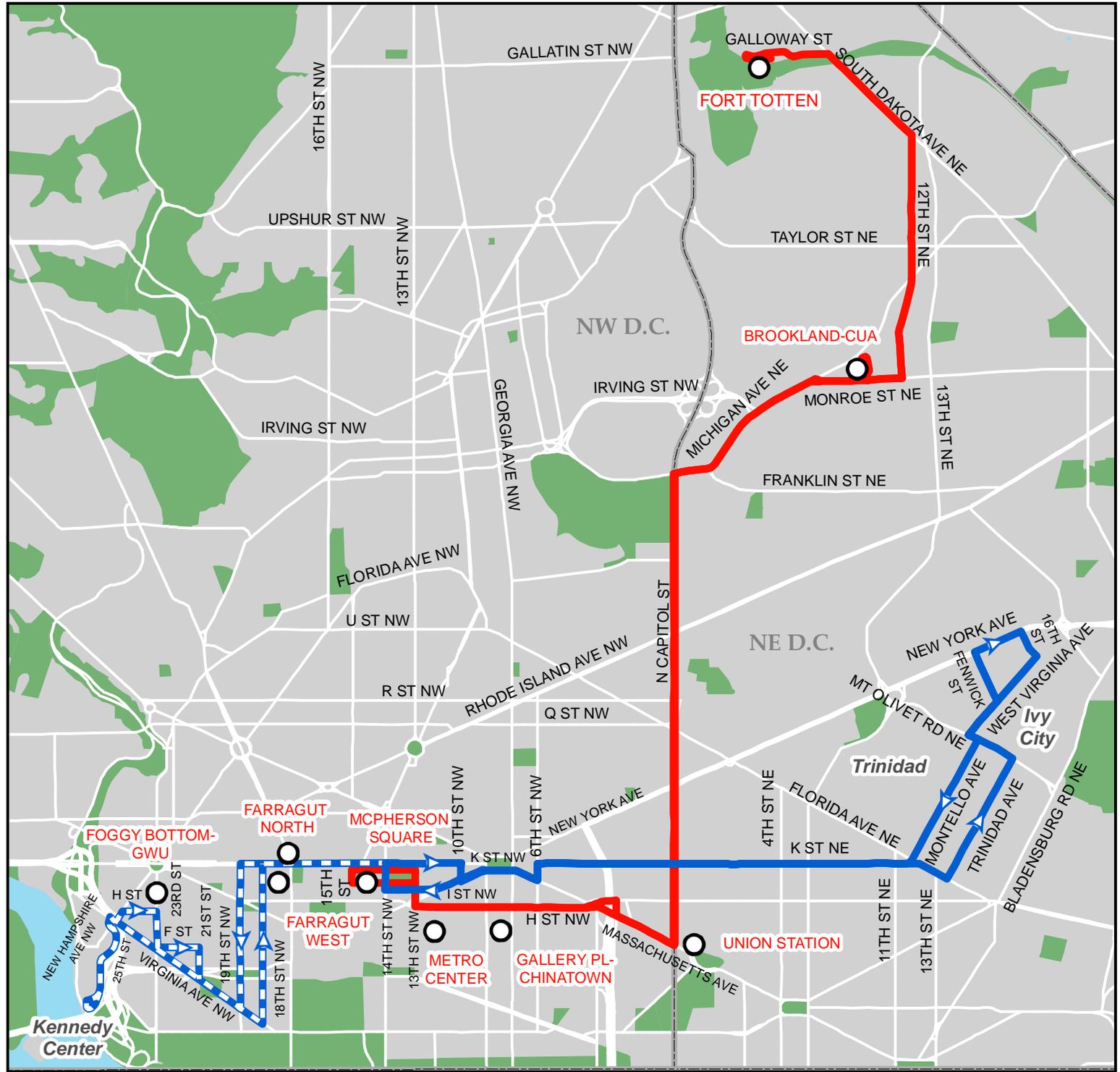
REASONS FOR CHANGE

- Improve reliability of service by operating a shorter route

PERFORMANCE MEASURES

- Segment between McPherson Square and Kennedy Center

Direction	Day	Average Daily Boardings	Average Daily Exits	Average boardings per trip	Possible thru passengers at McPherson Sq
South	Weekday	404	978	7.8	574
South	Saturday	195	330	2.6	225
South	Sunday	69	248	1.9	179
North	Weekday	1,045	398	20.1	647
North	Saturday	343	91	8.4	252
North	Sunday	274	57	7.6	217



80

North Capitol Street Line

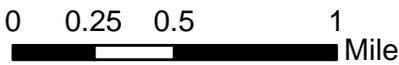
D4

Ivy City - Franklin Square Line

Proposed Route Restructuring

Legend

- Unaffected D4
- Unaffected 80
- Proposed New D4 and Eliminated 80 Routing
- Roads
- Jurisdictions
- Parks
- Water



COLLEGE PARK LINE, ROUTE 82

BUDGET

- \$46,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate selected weekday trips during AM and PM peak periods

ALTERNATIVE SERVICE AVAILABLE

- Routes 83, 86, T14, T18

REASONS FOR CHANGE

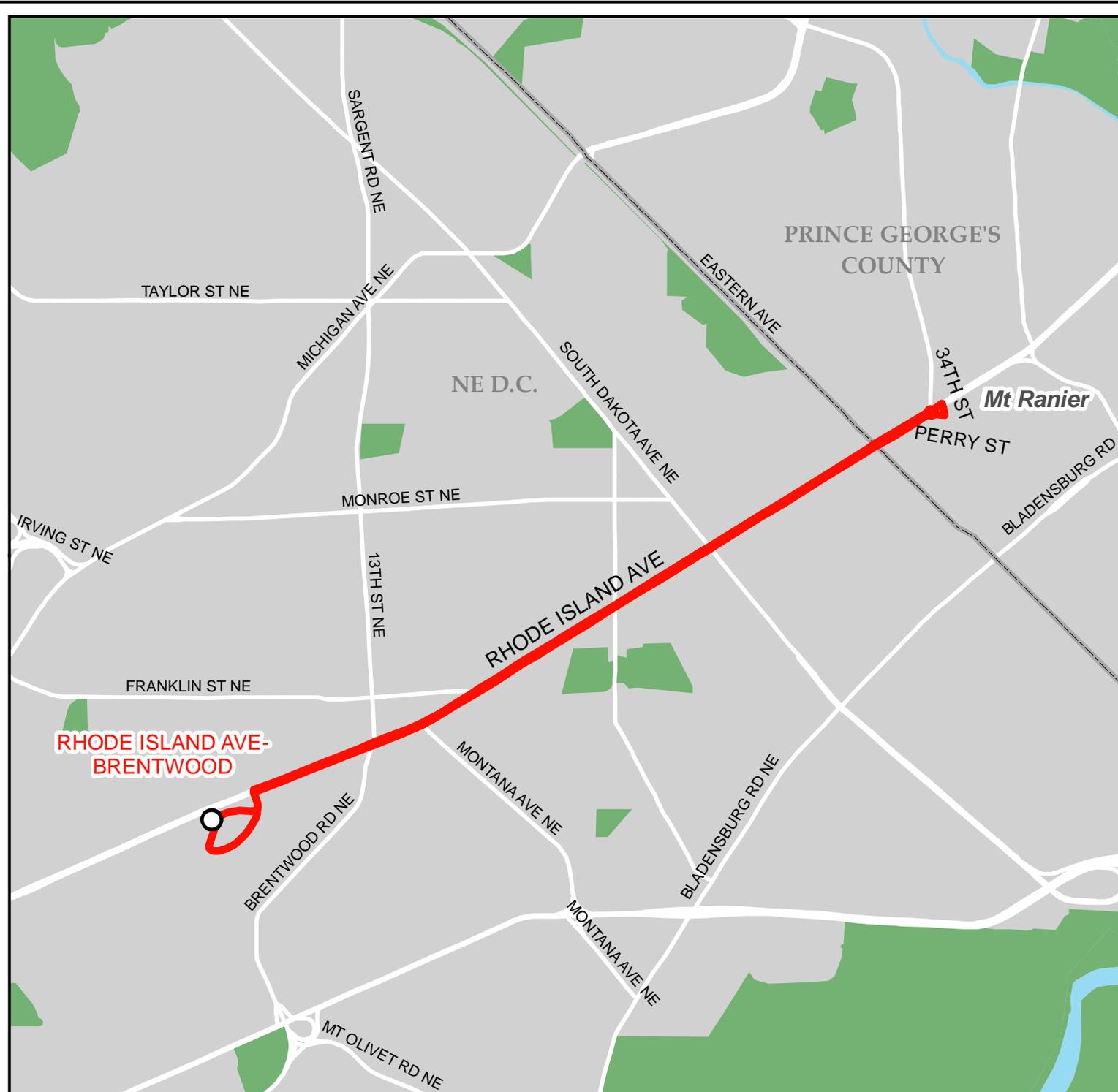
- Low ridership
- Duplication with other routes

PERFORMANCE MEASURES

- Average load factor for the affected trips is 0.4

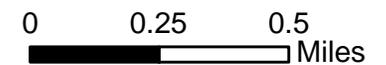
82

College Park Line
Proposed Eliminated
Trips



Legend

- Metrorail Stations
- Route 82
- Roads
- ▭ Jurisdictions
- Parks
- Water



U STREET - GARFIELD LINE, ROUTE 93

BUDGET

- \$99,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate the route at all times

ALTERNATIVE SERVICE AVAILABLE

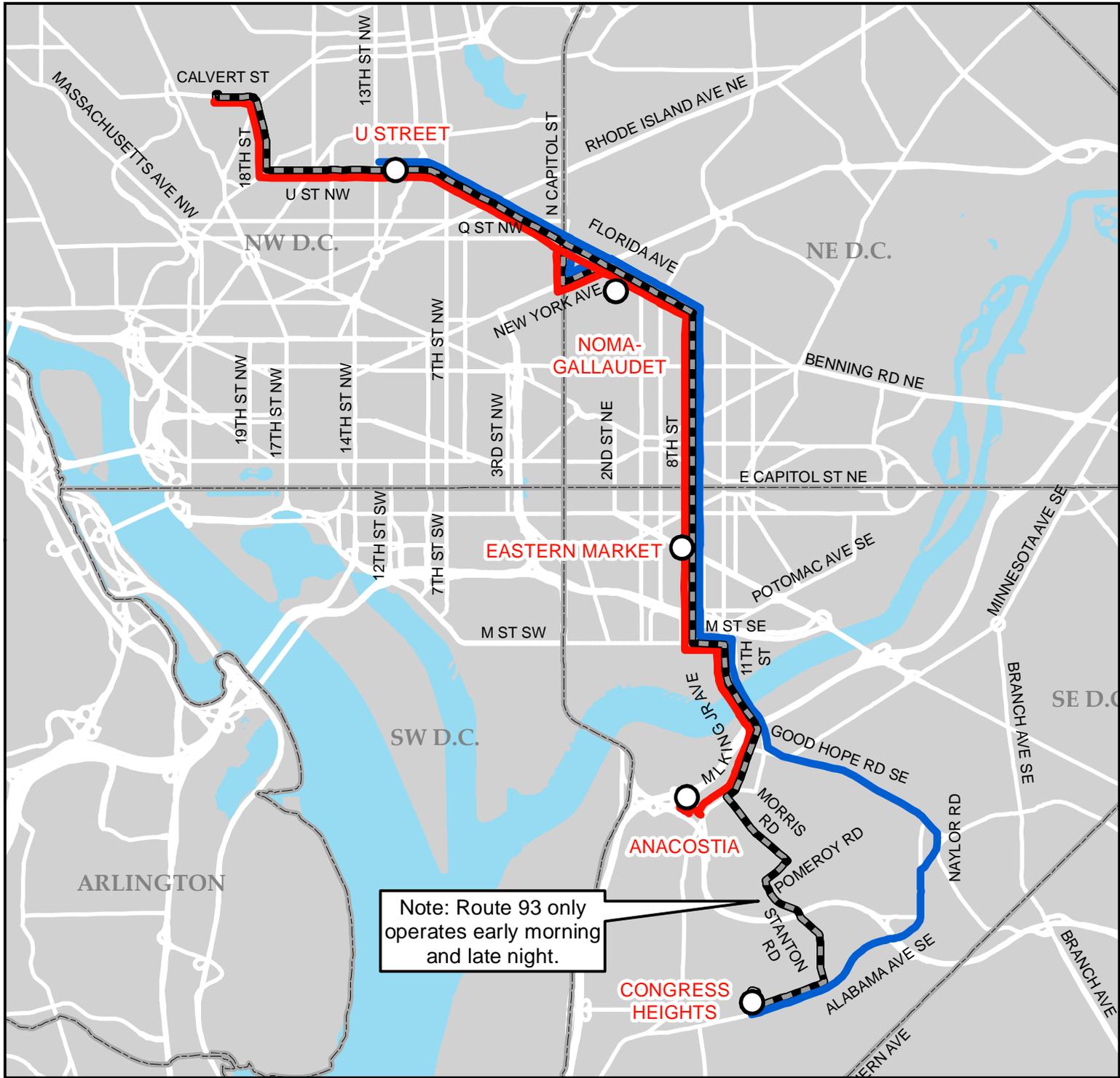
- Routes 90, 92, 94 serve most 93 stops
- Add extra 90, 92 trips as necessary for capacity

REASONS FOR CHANGE

- Low ridership on the route segment along Stanton, Pomeroy, and Morris Roads, which is not covered by 90 and 92
- Simplify route structure

PERFORMANCE MEASURES

- Average daily passengers boarding and exiting at exclusive Route 93 stops are 32 on weekdays (2.7 passengers per trip), 35 on Saturdays (1.8 per trip), and 26 on Sundays (1.5 per trip)



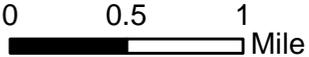
93

U Street-Garfield Line

Proposed Route Elimination

Legend

- Metrorail Stations
- Unaffected Route 90
- Unaffected Route 92
- Proposed to be Eliminated Route 93
- Roads
- Jurisdictions
- Water



EAST CAPITOL ST - CARDOZO LINE, ROUTE 97

BUDGET

- \$56,000 ADDITION

PROPOSED IMPROVEMENT

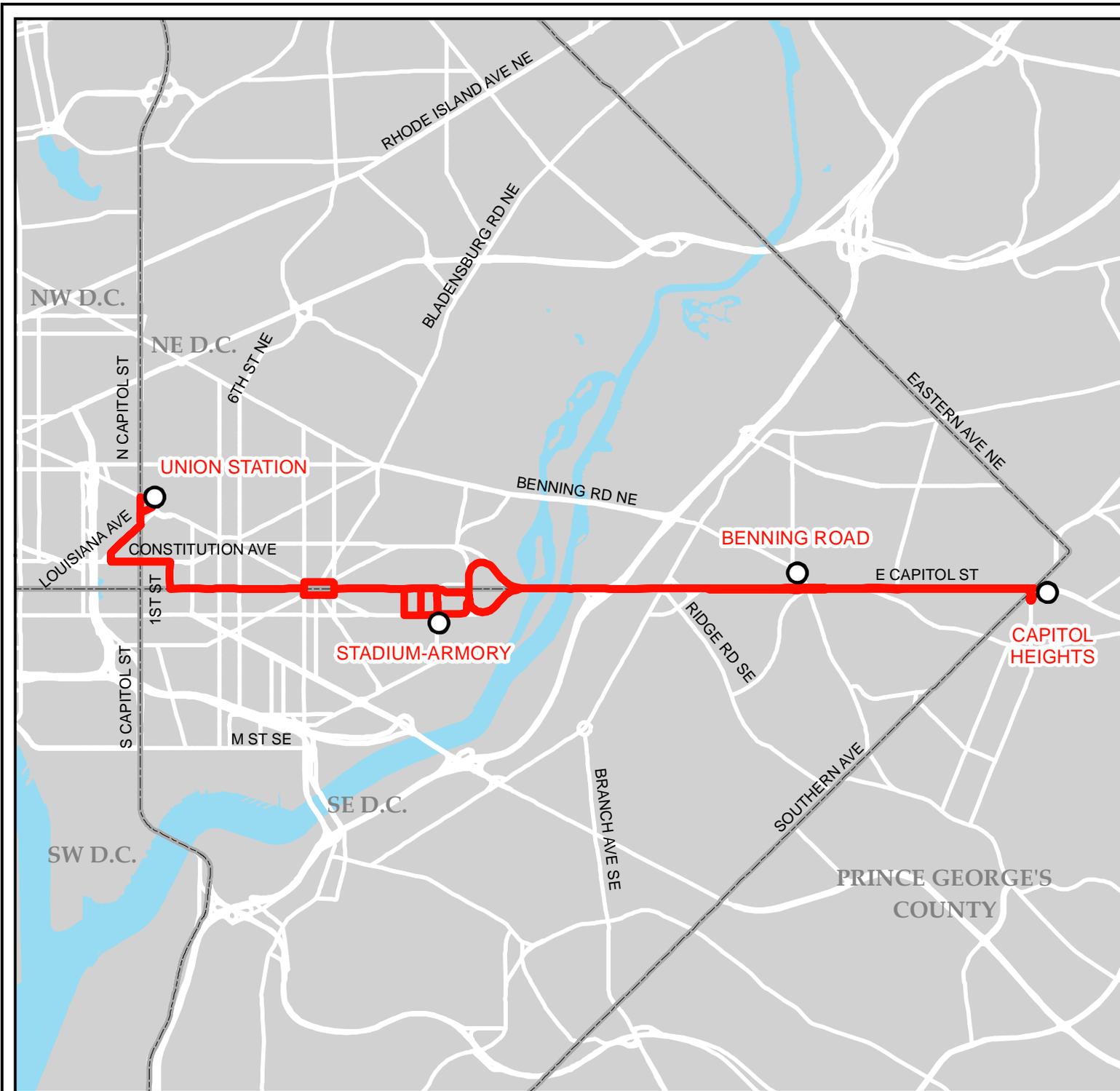
- Add one AM peak trip

REASONS FOR CHANGE

- Reduce peak overcrowding

PERFORMANCE MEASURES

- Weekday westbound AM peak load factor of 1.25



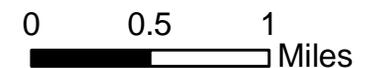
97

East Capitol Street-Cardozo Line

Proposed New Trip

Legend

-  Metrorail Stations
-  Route 97
-  Roads
-  Jurisdictions
-  Water



ANACOSTIA – CONGRESS HEIGHTS LINE, ROUTE A8

BUDGET

- \$50,000 ADDITION

PROPOSED IMPROVEMENT

- Add one PM peak trip

REASONS FOR CHANGE

- Reduce peak overcrowding

PERFORMANCE MEASURES

- Weekday southbound PM peak load factor of 1.3



A8

Anacostia-Congress Heights Line

Proposed New Trips

Legend

-  Metrorail Stations
-  Route A8
-  Jurisdictions
-  Roads
-  Parks
-  Water



ANACOSTIA – CONGRESS HEIGHTS LINE, ROUTES A42, A46, A48

BUDGET

- \$66,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate the segment of Routes A42, A46, and A48 between Anacostia Station and Archives at all times
- Designate the remaining service south of Anacostia Station as A2, A6, and A8
- Add extra P6 trips between Anacostia Station and Archives as necessary for capacity

ALTERNATIVE SERVICE AVAILABLE

- Route P6 serves most A42, A46, and A48 stops between Anacostia Station and Archives
- Timed transfers between the A routes and P6 at Anacostia Station would minimize wait time

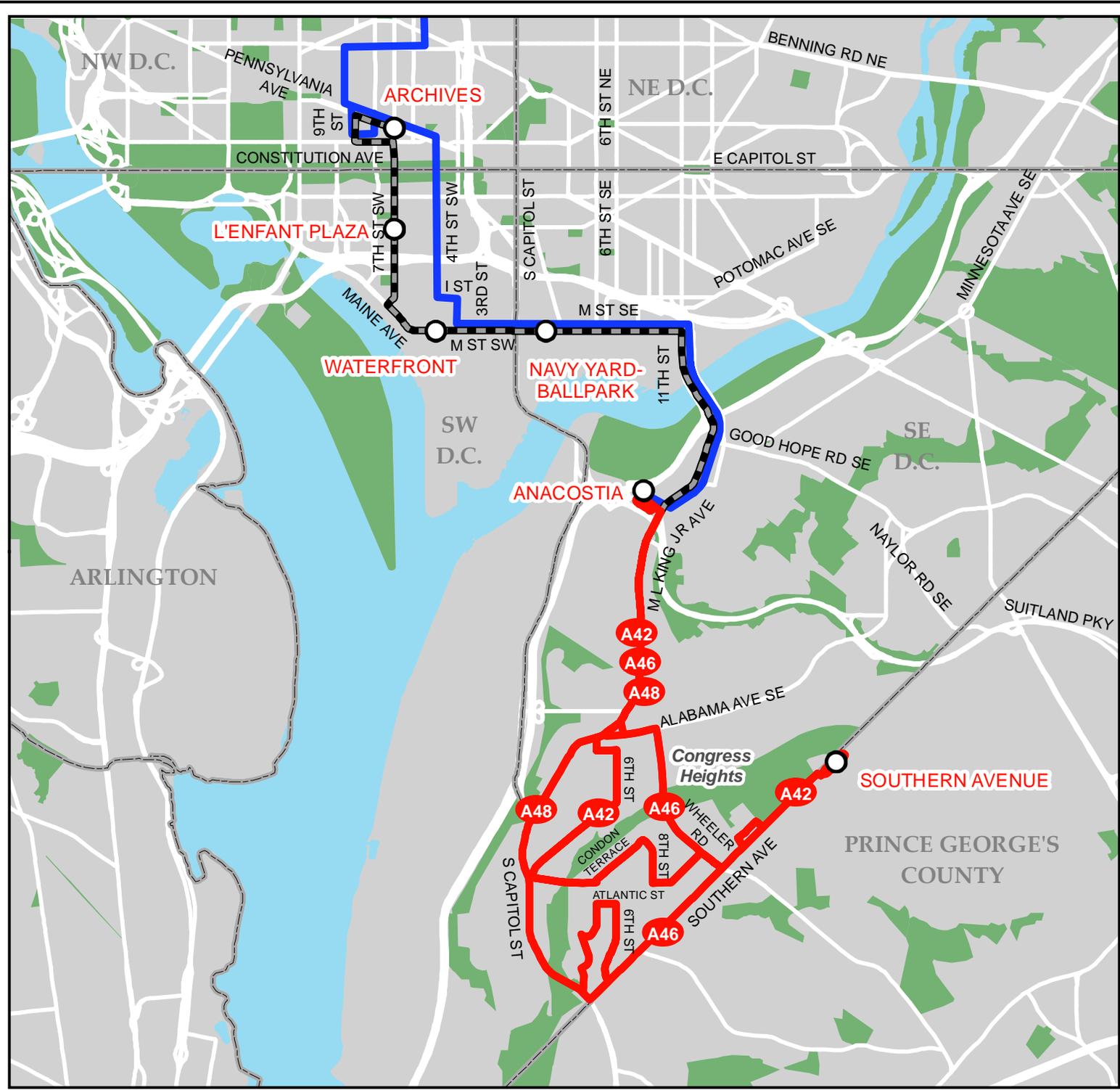
REASONS FOR CHANGE

- Low ridership
- Simplify route structure

PERFORMANCE MEASURES

- Route A42, A46, A48 segment between Anacostia Station and Archives

Direction	Day	Average Daily Boardings	Average Daily Exits	Average Boardings per Trip	Possible Thru Passengers at Anacostia Sta.
South	Weekday	109	37	8.4	72
South	Saturday	154	50	5.7	104
South	Sunday	106	31	5.3	75
North	Weekday	40	173	2.7	133
North	Saturday	105	295	4.0	190
North	Sunday	78	217	3.7	139



A42, A46, A48

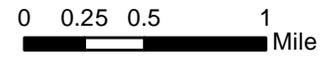
Anacostia-Congress Heights Line

Proposal to Shorten Route

Note: trips to be converted to A2, A6, A8

Legend

- Metrorail Stations
- Unaffected A42, A46, A48
- Proposed to be Eliminated A42, A46, A48
- Unaffected P6
- Jurisdictions
- Roads
- Parks
- Water



FORT LINCOLN SHUTTLE LINE, ROUTES B8, B9

BUDGET

- 498,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate Routes B8 and B9 at all times

ALTERNATIVE SERVICE AVAILABLE

- Route H6 in Fort Lincoln, Routes 82, 83, 86, T14, T18 on Rhode Island Avenue

REASONS FOR CHANGE

- Low ridership
- Duplication with other routes

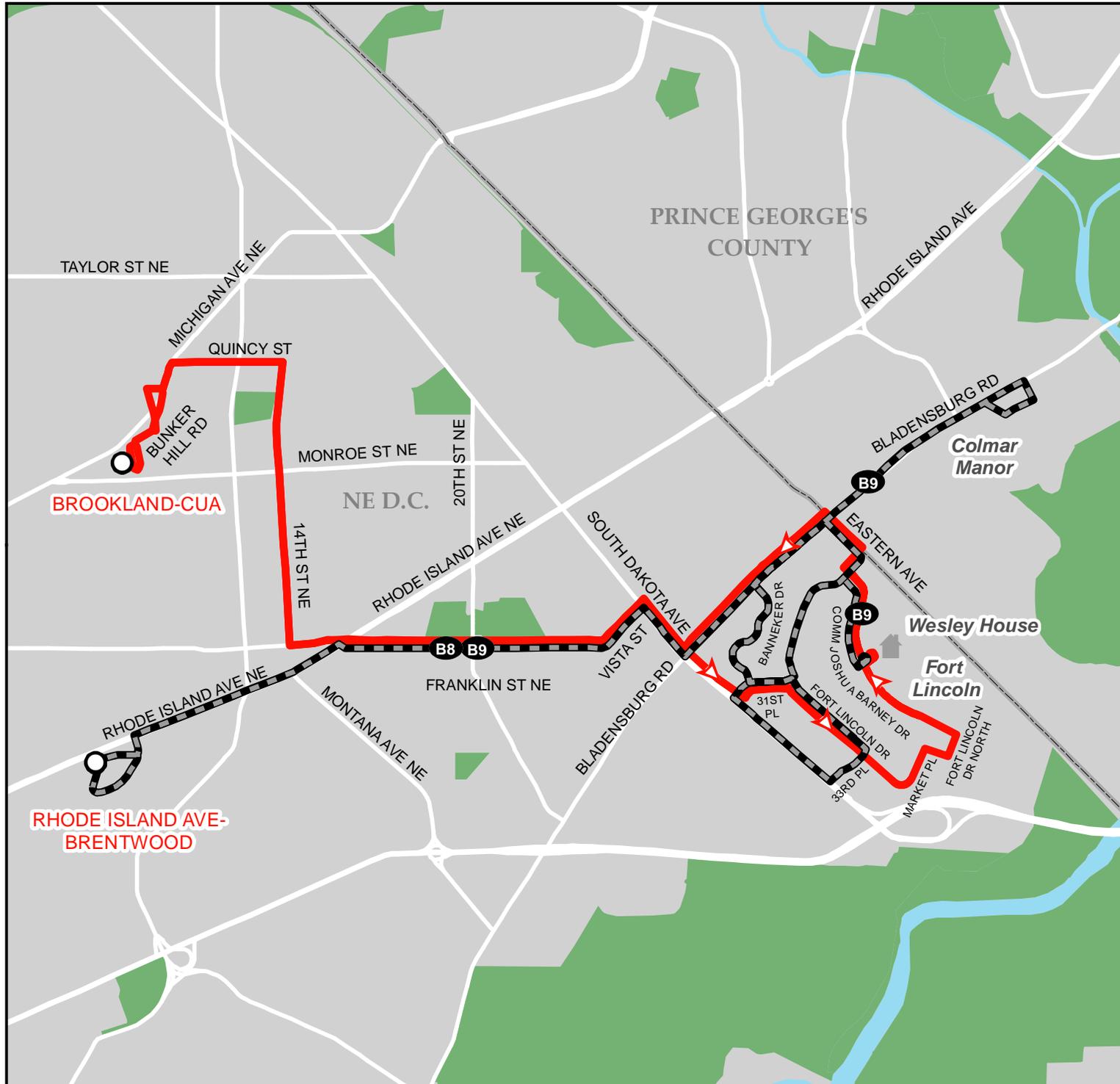
PERFORMANCE MEASURES

- Average daily boardings are 777 (11.4 passengers per trip)
- Average daily passengers boarding and exiting on the B9 segment in Maryland are 41 (2.9 per trip)

B8, B9

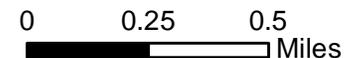
Fort Lincoln Shuttle Line

Proposed Route Elimination



Legend

- Metrorail Stations
- Proposed to be Eliminated Routes B8, B9
- Proposed H6 Routing
- Roads
- ▭ Jurisdictions
- Parks
- Water



GLOVER PARK – FEDERAL TRIANGLE LINE, ROUTE D1

BUDGET

- \$151,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate the route segment between Franklin Square (13th & I (Eye) Streets NW) and Federal Triangle
- Eliminate the last PM trip

ALTERNATIVE SERVICE AVAILABLE

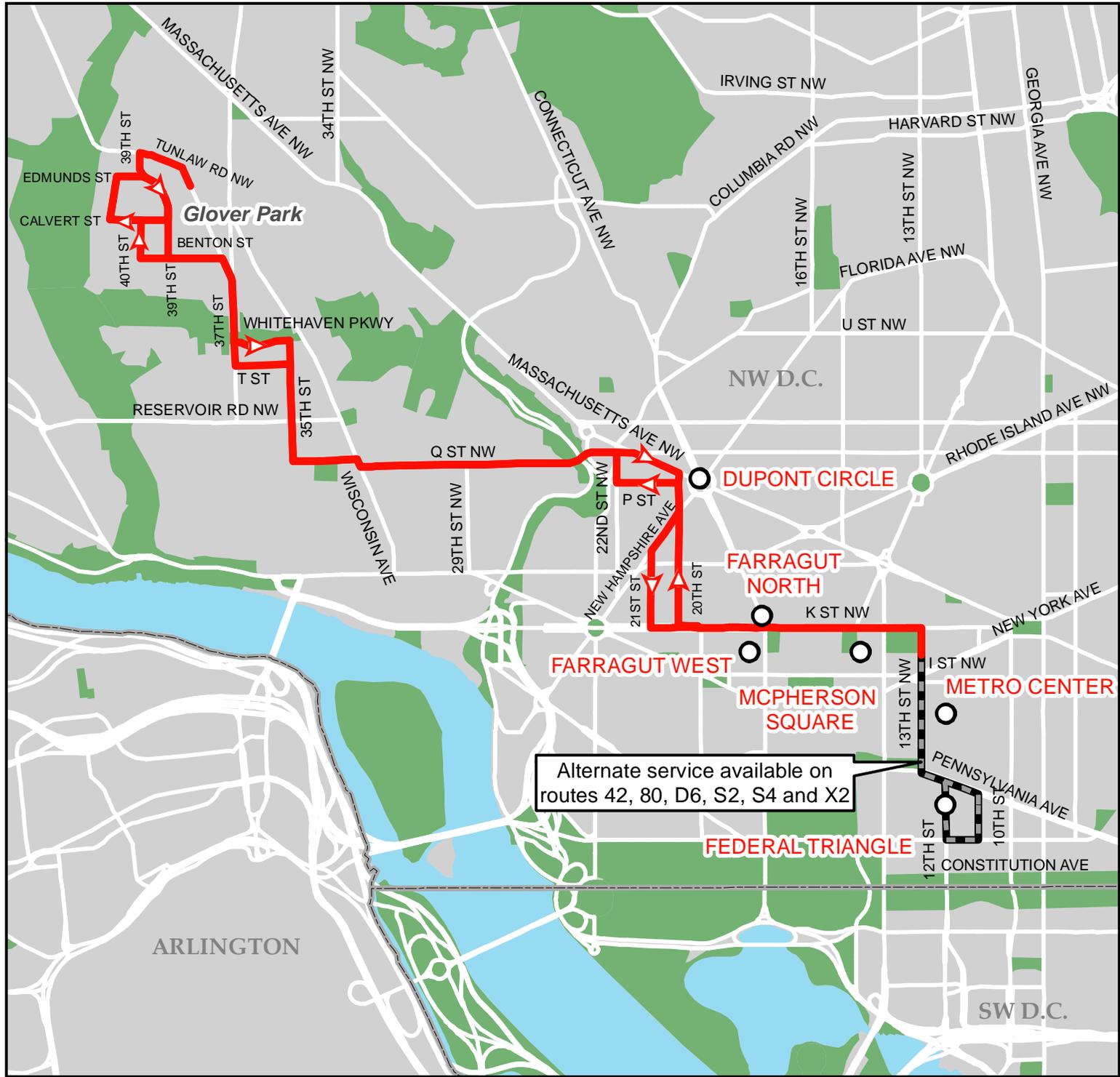
- Transfer from D1 to Routes 42, 80, D6, S2, S4, and X2

REASONS FOR CHANGE

- Low ridership

PERFORMANCE MEASURES

- Between Franklin Square and Federal Triangle, a daily average of 54 passengers exit in the AM (4.5 per trip) and 23 passengers board in the PM (3.7 per trip)
- The last PM trip averages 13 boardings per day



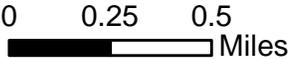
D1

Glover Park- Federal Triangle Line

Proposal to Shorten Route

Legend

- Metrorail Stations
- Proposed to be eliminated D1
- Unaffected D1
- Roads
- Jurisdictions
- Parks
- Water



IVY CITY – DUPONT CIRCLE LINE, ROUTE D3

BUDGET

- \$293,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate the route at all times

ALTERNATIVE SERVICE AVAILABLE

- Route D8 between Trinidad and Union Station
- Route D4 between Ivy City and Franklin Square
- Route D6 along E Street and between Franklin Square and Dupont Circle

REASONS FOR CHANGE

- Low ridership
- Duplication with other routes

PERFORMANCE MEASURES

- Average daily boardings are 34.1 per trip



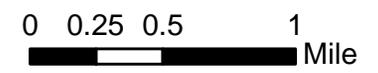
D3

Ivy City- Dupont Circle Line

Proposed Route Elimination

Legend

- Metrorail Stations
- Proposed to be eliminated D3
- Unaffected D4
- Unaffected D6
- Unaffected D8
- Roads
- Jurisdictions
- Parks
- Water



IVY CITY – FRANKLIN SQUARE LINE, ROUTE D4

BUDGET

- \$905,000 INCREASE

ROUTE / SEGMENT ELIMINATION

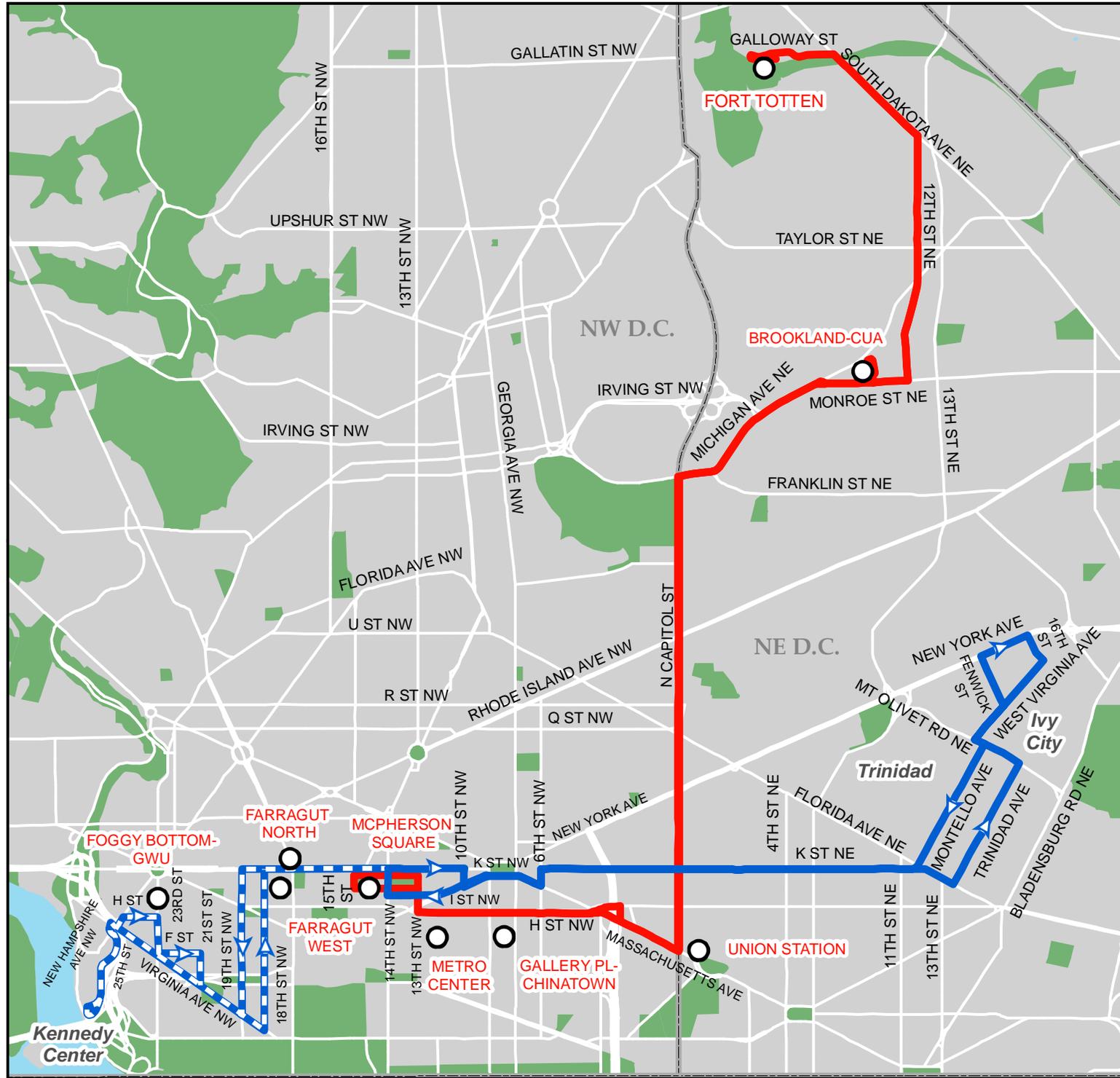
- Extend the route to operate between Franklin Square (13th & I (Eye) Streets NW) and Kennedy Center at all times as a replacement for Route 80

ALTERNATIVE SERVICE AVAILABLE

- Proposed extension of Route D4 between Franklin Square (13th & I (Eye) Streets NW) and Kennedy Center would follow the same pathways as Route 80
- Route D4 span and frequency of service are similar to Route 80
- See description of Route 80 elsewhere in this docket

REASONS FOR CHANGE

- Improve productivity by extending the route to serve major traffic generators



80

North Capitol Street Line

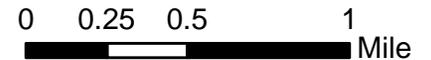
D4

Ivy City - Franklin Square Line

Proposed Route Restructuring

Legend

- Unaffected D4
- Unaffected 80
- Proposed New D4 and Eliminated 80 Routing
- Roads
- Jurisdictions
- Parks
- Water



FORT TOTTEN - IVY CITY LINE, ROUTE E2
MILITARY ROAD - CROSSTOWN LINE, ROUTE E4

BUDGET

- \$502,000 ADDITION

PROPOSED IMPROVEMENT

- Add additional time to weekday schedules
- Add additional time to Saturday schedules
- Add additional time to Sunday schedules

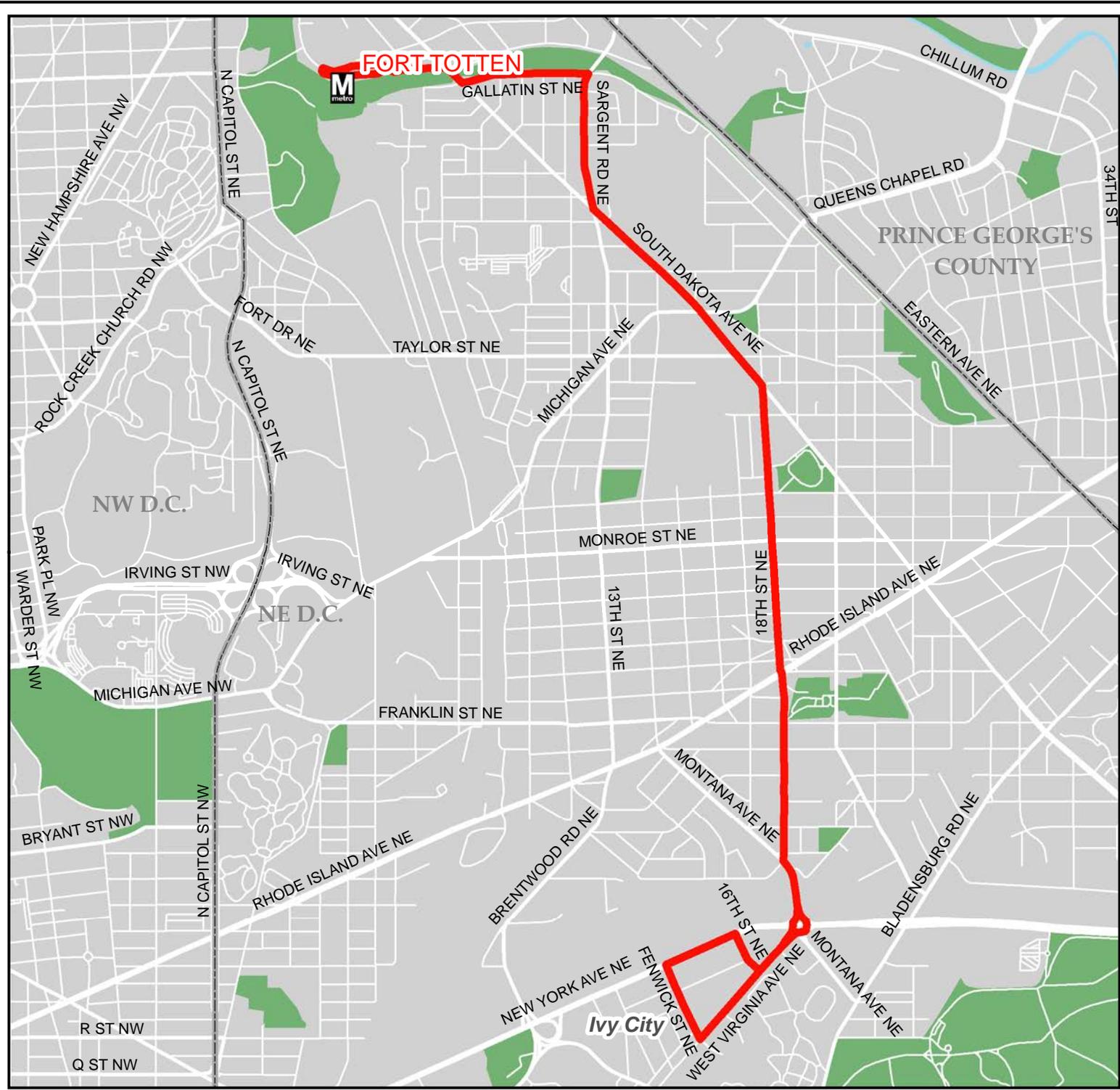
REASONS FOR CHANGE

- Improved reliability

PERFORMANCE MEASURES

	Eastbound On-Time Performance	Westbound On-Time Performance
E2 Weekday	65.0%	67.3%
E2 Saturday	88.7%	80.3%
E2 Sunday	53.7%	55.8%
E4 Weekday	71.5%	70.7%
*E3 Saturday	58.0%	63.3%
*E3 Sunday	55.3%	51.6%

*E3 route designation eliminated on June 21, 2015, with service provided by E2 and E4



E2

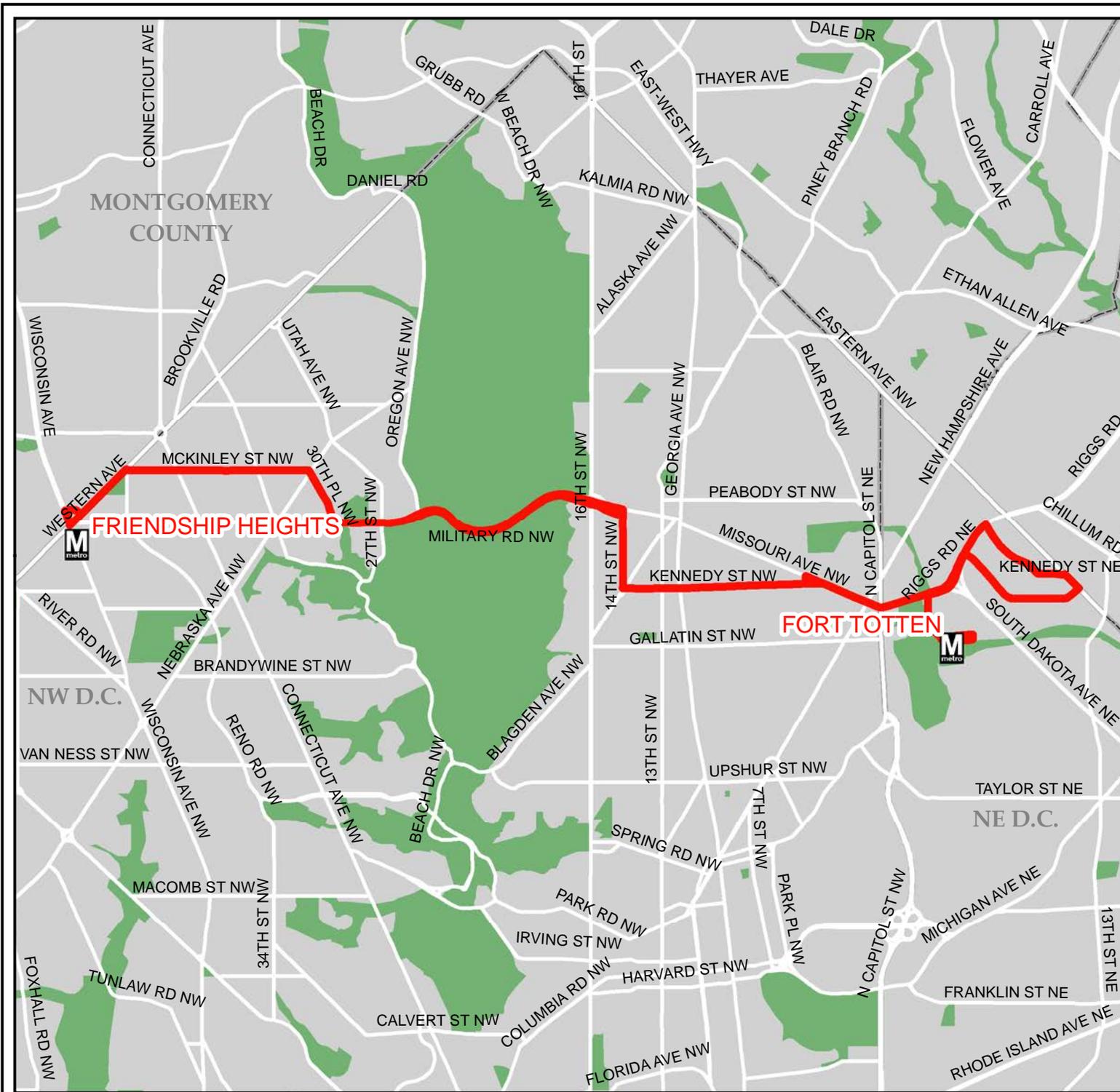
Ivy City-Fort Totten Line

Proposed Reliability Improvements

Legend

-  Metrorail Stations
-  Route E2
-  Jurisdictions
-  Roads
-  Parks
-  Water





E4

Military Road-Crosstown Line

Proposed Reliability Improvements

Legend

-  Metrorail Stations
-  Route E4
-  Roads
-  Jurisdictions
-  Parks
-  Water



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RHODE ISLAND AVENUE LINE, ROUTE G8

BUDGET

- \$481,000 ADDITION

PROPOSED IMPROVEMENT

- Add additional time to weekday schedules
- Add three AM peak trips
- Shorten some AM peak trips to start at Brookland Station
- Add some PM peak trips between Brookland Station and Avondale to improve reliability

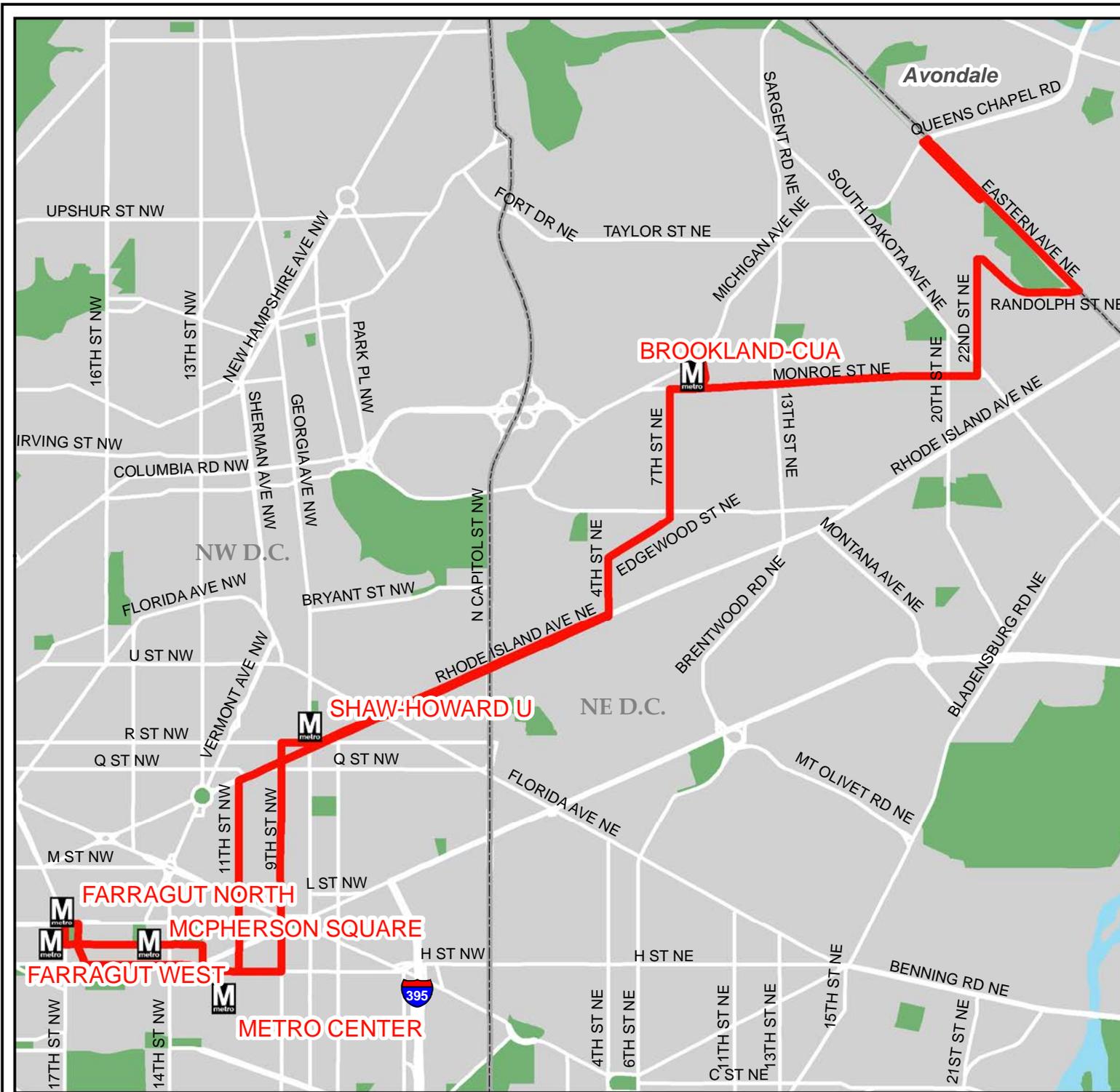
REASONS FOR CHANGE

- Improved reliability
- Reduce peak overcrowding

PERFORMANCE MEASURES

	Eastbound On-Time Performance	Westbound On-Time Performance
Weekday	67.2%	72.2%

	Eastbound PM Peak Load Factor	Westbound AM Peak Load Factor
Weekday	1.01	1.29



G8

Rhode Island Avenue Line

Proposed Reliability Improvements

Legend

-  Metrorail Stations
-  Route G8
-  Roads
-  Jurisdictions
-  Parks
-  Water



BROOKLAND – FORT TOTTEN LINE, ROUTE H6

BUDGET

- Cost neutral

ROUTE / SEGMENT ELIMINATION

- Reroute in Fort Lincoln to serve Costco and new residential development on Commodore Joshua Barney Drive

ALTERNATIVE SERVICE AVAILABLE

- There would be no service on portions of Fort Lincoln Drive and South Dakota Avenue

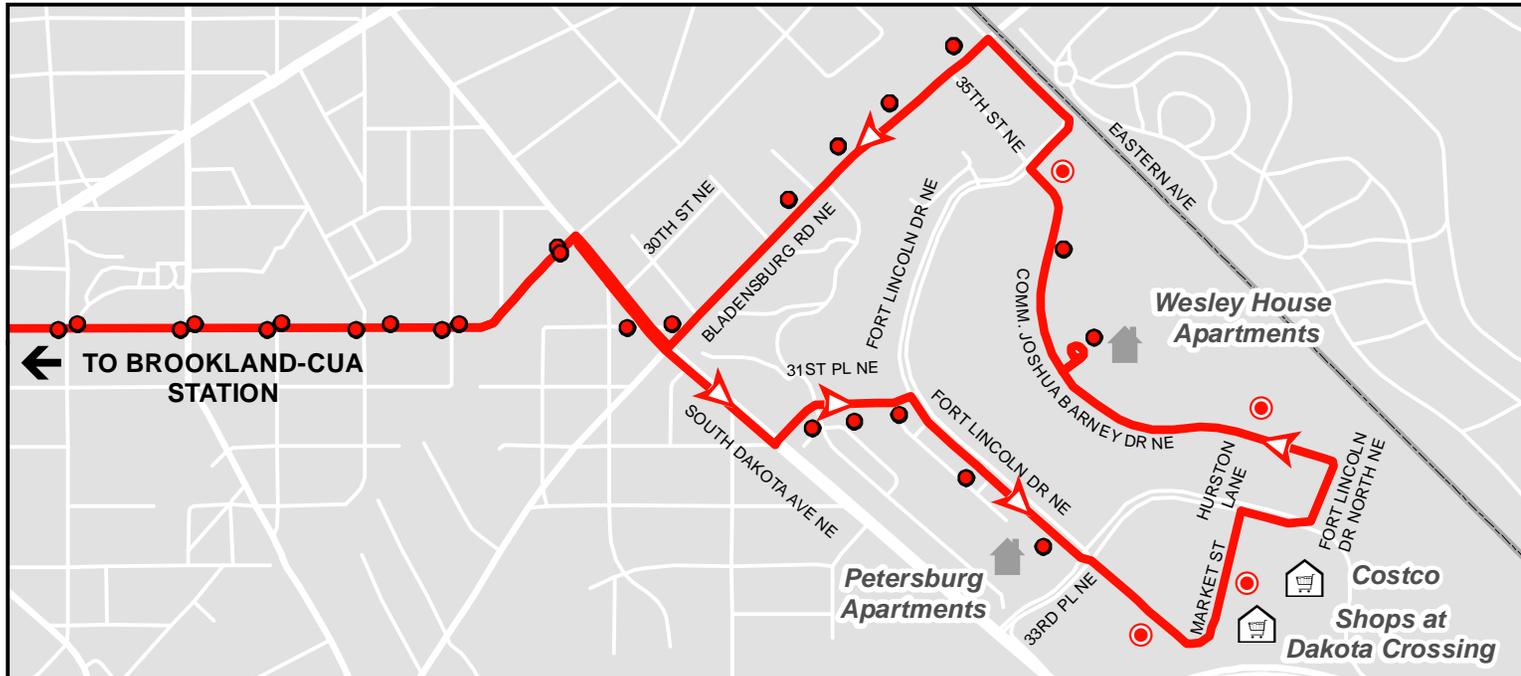
REASONS FOR CHANGE

- Serve new developments
- Improve productivity

Proposed Interim Alignment



Proposed Final Alignment



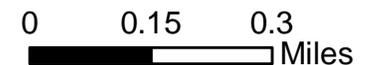
H6

**Brookland -
Fort Lincoln Line**

**Proposed
Rerouting**

Legend

-  Unaffected H6 Stops
-  Proposed New Stop
-  Proposed H6 Final Routing
-  Proposed H6 Interim Routing
-  Roads
-  Jurisdictions



MASSACHUSETTS AVENUE LINE, ROUTE N3

BUDGET

- \$160,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate Route N3 at all times
- Replace N3 with additional N4 trips

ALTERNATIVE SERVICE AVAILABLE

- Discontinued N3 stops between Dupont Circle and the State Department would be served by transfer to Routes H1, L1, and S1
- Discontinued N3 stops at Federal Triangle would be served by transfer from N2, N4 to Routes 30N, 30S, 32, 33, 36

REASONS FOR CHANGE

- Low ridership

PERFORMANCE MEASURES

- Between Dupont Circle and Federal Triangle, an average of 15.2 passengers per trip exit in the AM and 13.0 passengers per trip board in the PM



N3

Massachusetts Avenue Line

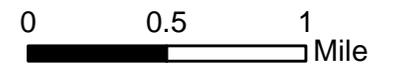
Proposed Route Elimination

Legend

- Metrorail Stations
- Unaffected N2, N4
- Proposed to be eliminated N3
- Roads
- Jurisdictions
- Parks
- Water

Alternate service to Foggy Bottom available on routes H1, L1, S1

Alternate service to Federal Triangle available on routes 30N, 30S, 32, 33, 36



16TH STREET LIMITED LINE, ROUTE S9

BUDGET

- \$122,000 ADDITION

PROPOSED IMPROVEMENT

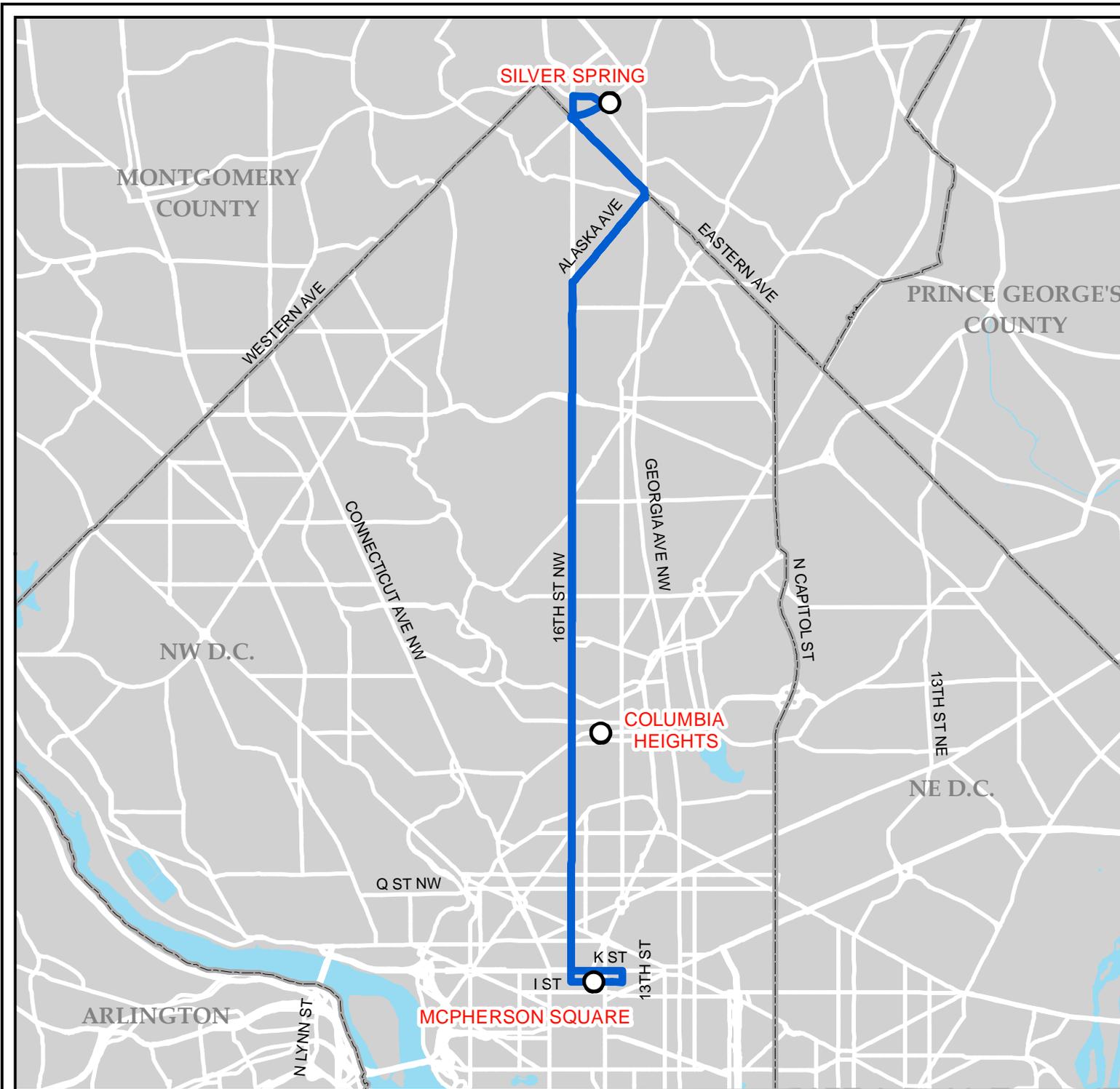
- Add two AM peak trips and one PM peak trip

REASONS FOR CHANGE

- Reduce peak overcrowding

PERFORMANCE MEASURES

- Weekday southbound AM peak load factor of 1.45
- Weekday northbound PM peak load factor of 1.46

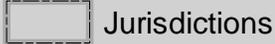


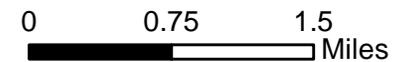
S9

**16th Street
Limited Line**

**Proposed New
Trips**

Legend

-  Metrorail Stations
-  Route S9
-  Roads
-  Jurisdictions
-  Water



BENNING HEIGHTS LINE, ROUTE U8

BUDGET

- \$250,000 ADDITION

PROPOSED IMPROVEMENT

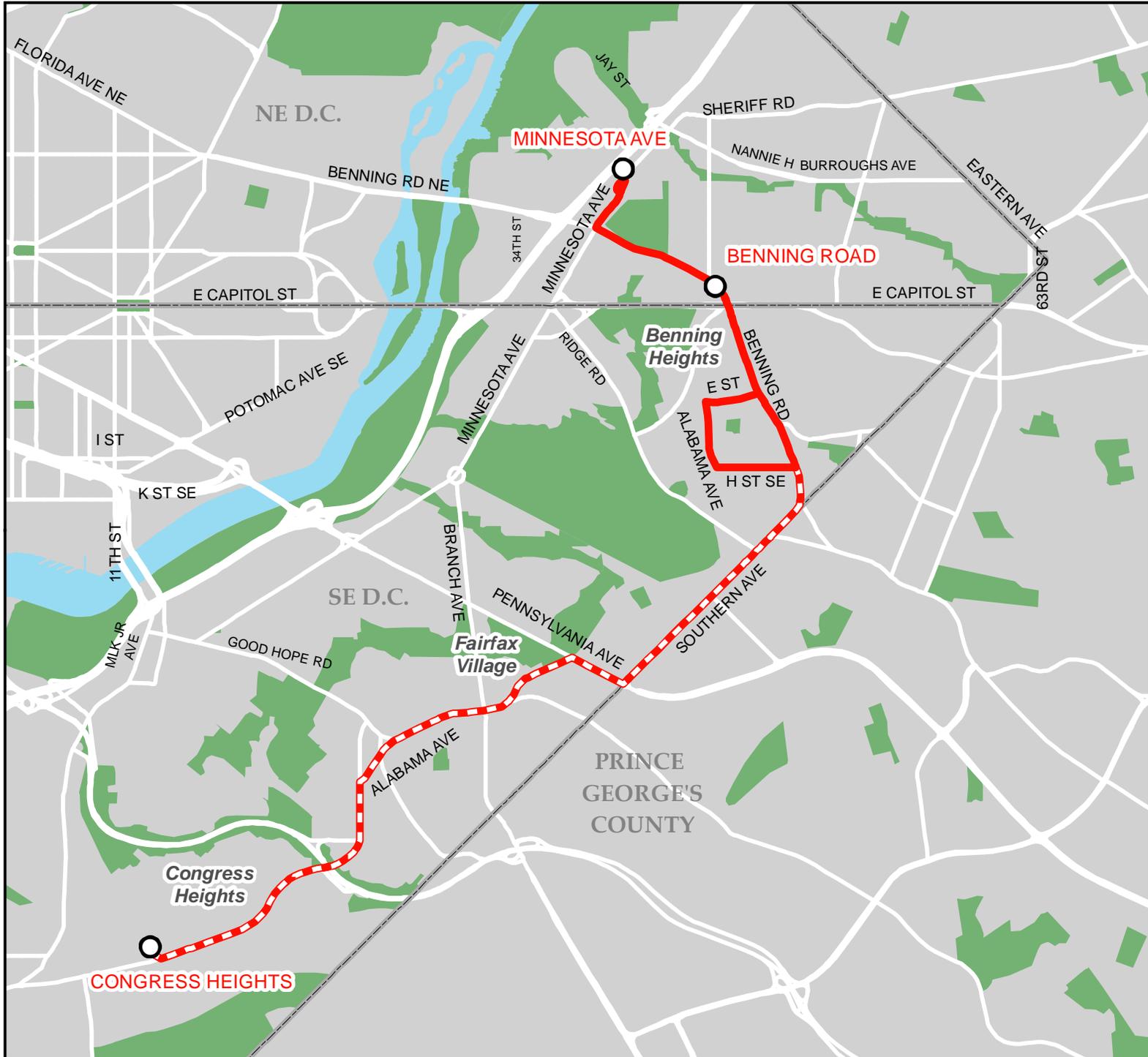
- Extend some peak trips to Congress Heights station. Combined U8/W4 frequency between East Capitol Street & Benning Road to Congress Heights is improved from 10 minutes to 7.5 minutes

REASONS FOR CHANGE

- Relieve overcrowding on portions of Alabama Avenue and Benning Road

PERFORMANCE MEASURES

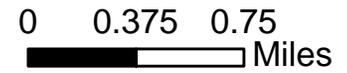
	AM Peak Load Factor	Southbound AM Peak Load Factor
Weekday	1.41	1.35



U8
Benning Heights Line
 Proposed Route Extension

Legend

- Metrorail Stations
- Existing U8
- Proposed U8 extension
- Roads
- Jurisdictions
- Water
- Parks



DEANWOOD - ALABAMA AVENUE LINE, ROUTE W4

BUDGET

- \$410,000 ADDITION

PROPOSED IMPROVEMENT

- Add additional time to weekday schedules
- Reduce peak trips in conjunction with extension of some U8 trips to Congress Heights. Combined U8/W4 frequency between East Capitol Street & Benning Road to Congress Heights is improved from 10 minutes to 7.5 minutes

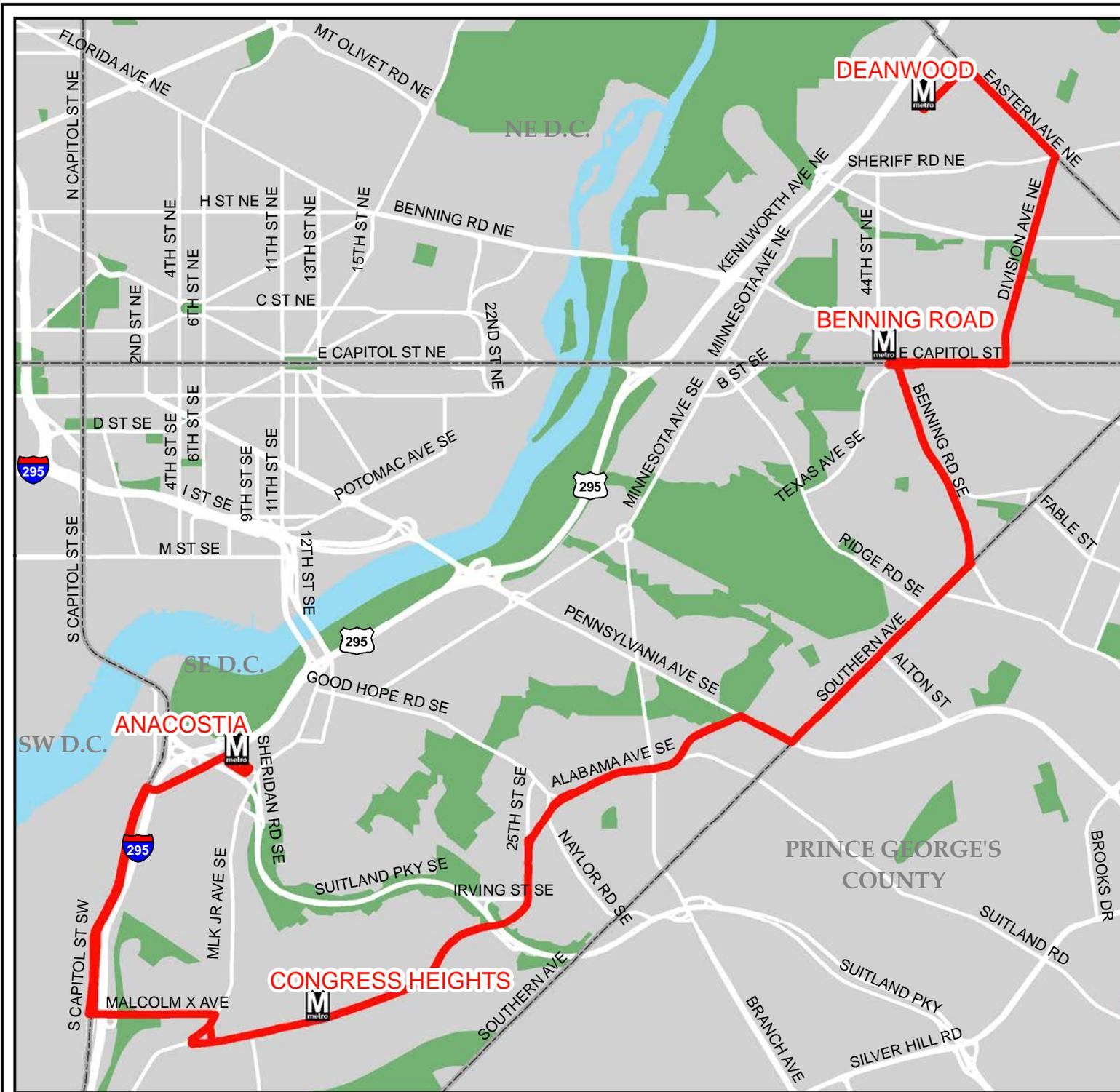
REASONS FOR CHANGE

- Improved reliability
- Relieve overcrowding on portions of Alabama Avenue and Benning Road

PERFORMANCE MEASURES

	Northbound On-Time Performance	Southbound On-Time Performance
Weekday	77.4%	73.9%

	Northbound PM Peak Load Factor	Southbound AM Peak Load Factor
Weekday	1.52	1.48



W4

Deanwood-Alabama Avenue Line

Proposed Reliability Improvements

Legend

-  Metrorail Stations
-  Route W4
-  Roads
-  Jurisdictions
-  Parks
-  Water



BENNING ROAD LINE, ROUTES X1, X3

BUDGET

- \$196,000 ADDITION

PROPOSED IMPROVEMENT

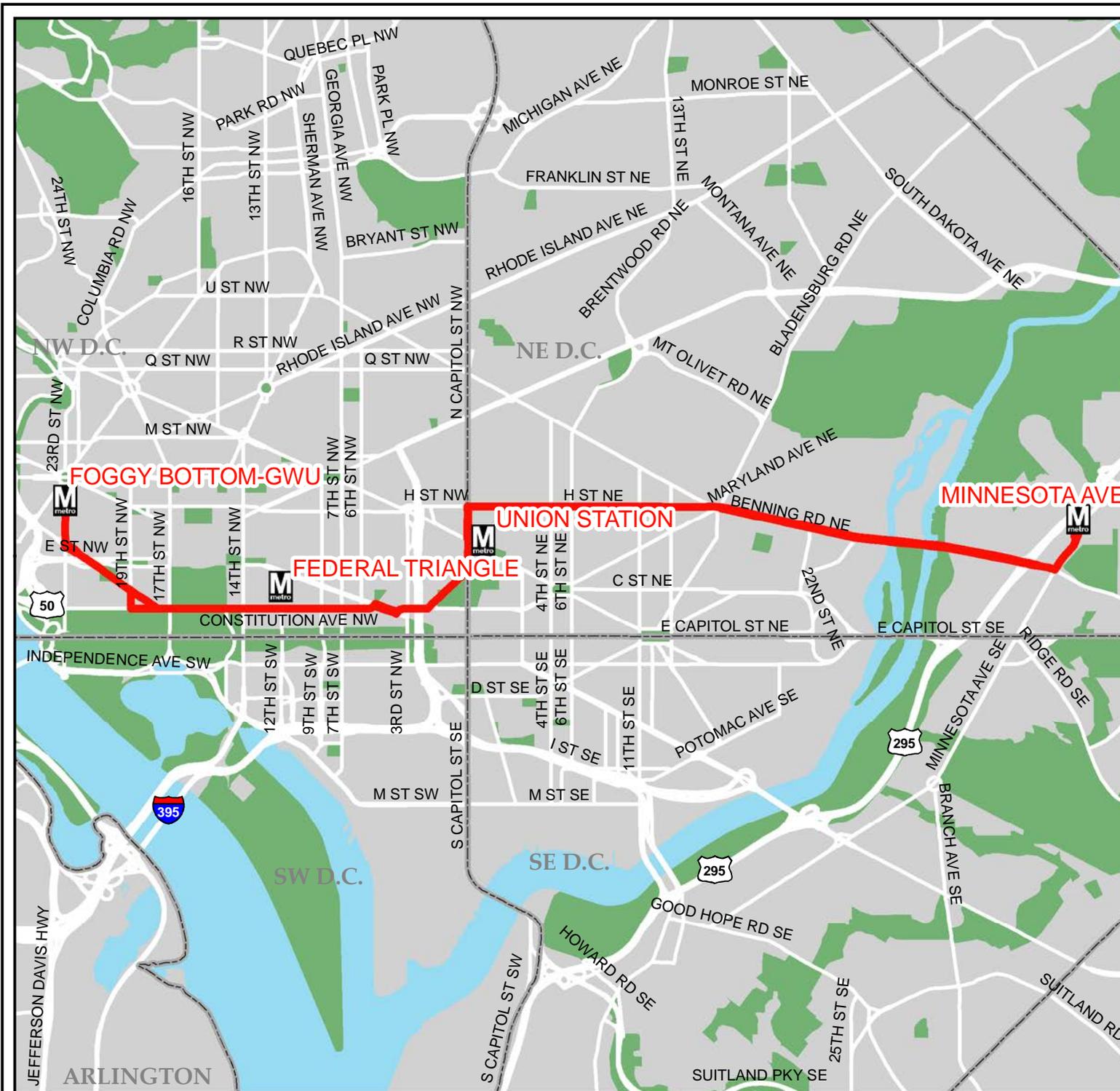
- Add additional time to weekday schedules

REASONS FOR CHANGE

- Improved reliability

PERFORMANCE MEASURES

	Eastbound On-Time Performance	Westbound On-Time Performance
X1 Weekday	33.6%	75.6%
X3 Weekday	52.4%	67.4%



X1

Benning Road Line
 Proposed Reliability
 Improvements

Legend

-  Metrorail Stations
-  Route X1
-  Roads
-  Jurisdictions
-  Parks
-  Water



BENNING ROAD LINE, ROUTE X3

BUDGET

- \$78,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate the route segment between Duke Ellington Bridge and Tenleytown-AU Station

ALTERNATIVE SERVICE AVAILABLE

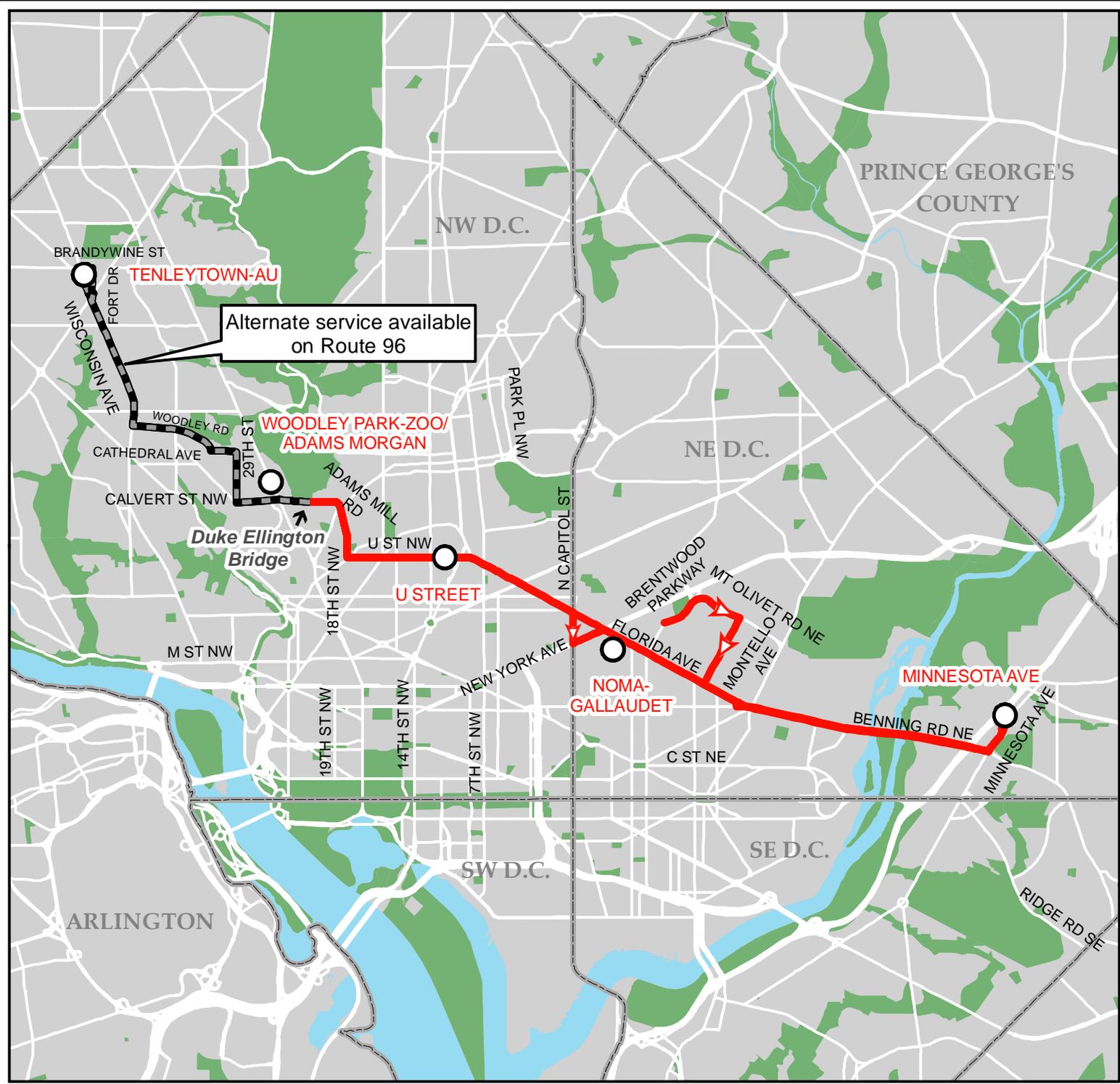
- Discontinued stops between Duke Ellington Bridge and Tenleytown would be served by Route 96

REASONS FOR CHANGE

- Low ridership

PERFORMANCE MEASURES

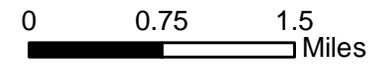
- Between Duke Ellington Bridge and Tenleytown, a daily average of 126 passengers exit in the AM (18 per trip) and 100 passengers board in the PM (20 per trip)



X3
Benning Road Line
 Proposal to shorten route

Legend

- Metrorail Stations
- Proposed to be eliminated X3
- Unaffected X3
- Roads
- Jurisdictions
- Parks
- Water



MARYLAND AVENUE LINE, ROUTE X8

BUDGET

- \$47,000 ADDITION

PROPOSED IMPROVEMENT

- Add one AM weekday roundtrip before existing first trip
- Add one PM weekday roundtrip after existing last trip
- Add one PM Saturday roundtrip after existing last trip
- Add one PM Sunday roundtrip after existing last trip

REASONS FOR CHANGE

- Improve span to be closer to that of other non-regional routes serving similar purposes

PERFORMANCE MEASURES

Route	Existing Weekday Last Trip	Riders	Existing Weekday First Trip	Riders	Existing Saturday Last Trip	Riders	Existing Sunday Last Trip	Riders
X8 inbound	10:02 PM	5	6:00 AM	25	9:14 PM	5	9:13 PM	5
X8 outbound	10:23 PM	10	6:20 AM	15	9:40 PM	10	9:40 PM	7
M6 inbound	1:00 AM	5	5:00 AM	24	1:00 AM	6	12:30AM	7
M6 outbound	1:08 AM	no data	5:21 AM	3	1:09 AM	4	12:39 AM	7
U4 loop	1:30 AM Fridays	4						
	12:30 AM Mon-Thurs	6	4:42 AM	8	11:01 PM	10	11:03 PM	9
D2 inbound	1:41 AM Fridays	2						
	1:01 AM Mon-Thurs	3	5:34 AM	4	1:52 AM	10	12:24 AM	4
D2 outbound	2:04 AM Fridays	6						
	12:44 AM Mon-Thurs	5	5:54 AM	5	2:15 AM	8	12:46 AM	4
H6 inbound	12:43 AM	no data	4:34 AM	5	12:44 AM	no data	10:44 PM	2
H6 outbound	12:32 AM	6	5:06 AM	3	12:32 AM	5	10:32 PM	6

BENNING ROAD – H STREET LIMITED LINE, ROUTE X9

BUDGET

- \$311,000 ADDITION

PROPOSED IMPROVEMENT

- Add additional time to weekday schedules
- Add two AM peak trips and two PM peak trips

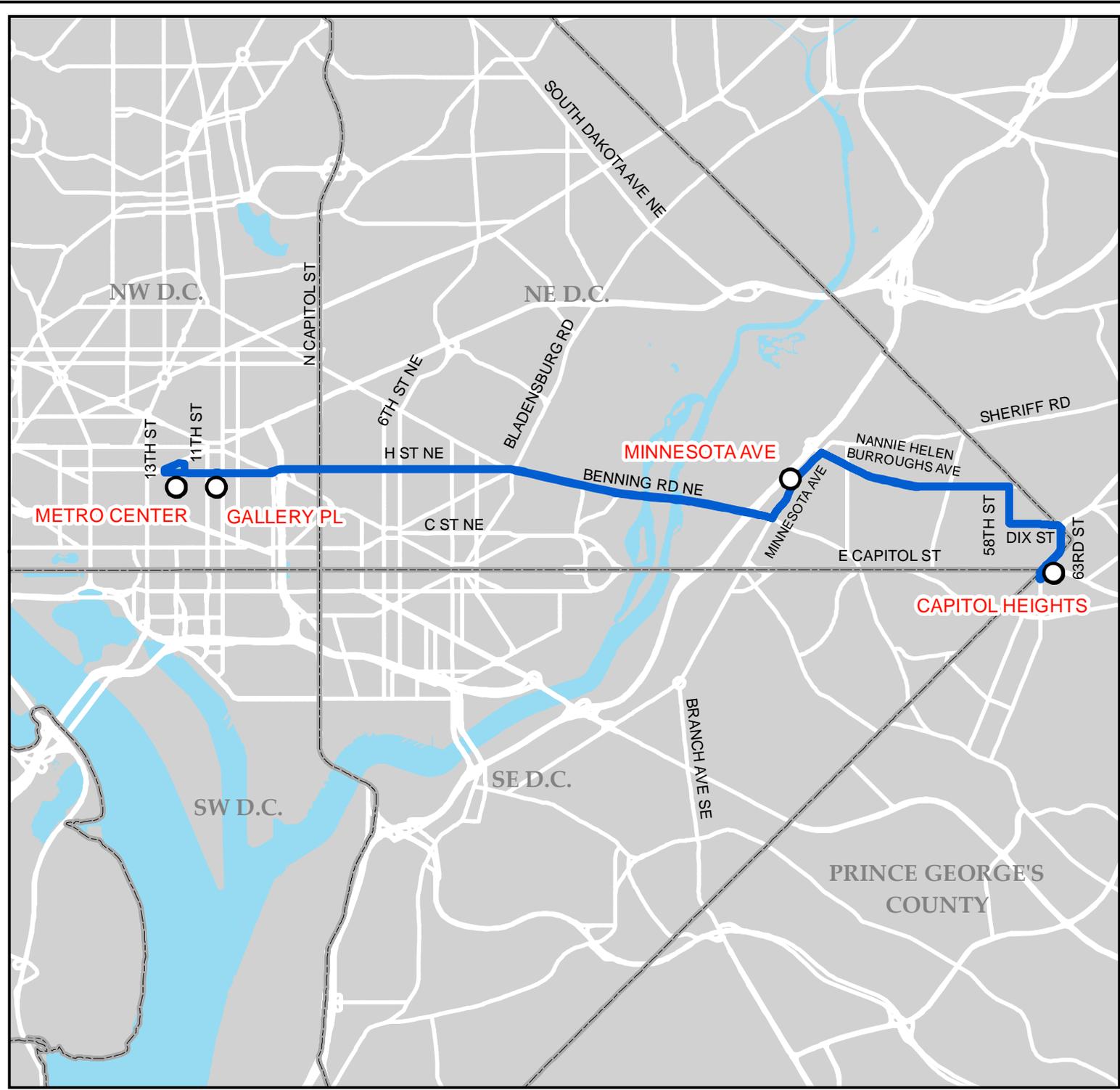
REASONS FOR CHANGE

- Improved reliability
- Reduce peak overcrowding

PERFORMANCE MEASURES

	Eastbound On-Time Performance	Westbound On-Time Performance
Weekday	58.1%	62.6%

	Eastbound PM Peak Load Factor	Westbound AM Peak Load Factor
Weekday	1.33	1.42



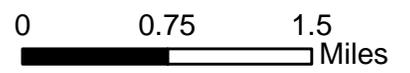
X9

**Benning Road-
H Street Limited
Line**

**Proposed New
Trips and Reliability
Improvements**

Legend

- Metrorail Stations
- Route X9
- Roads
- Jurisdictions
- Water



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MARYLAND

PROPOSED BUS SERVICE CHANGES

FISCAL YEAR 2016

COLLEGE PARK LINE – ROUTES 81, 82, 83, 83X, 86

BUDGET

Cost Neutral

SERVICE AREA

Cherry Hill Campground (83), Seven Springs Village (83), Greenbelt Metrorail Station (81), University of Maryland (81, 83, 86), College Park (81, 83, 86), College Park Metrorail Station (83, 86), Riverdale Park, Prince George's Plaza Metrorail Station (86), Hyattsville (81, 83, 86), Mount Rainier, Rhode Island Avenue Metrorail Station

RESTRUCTURE SERVICE

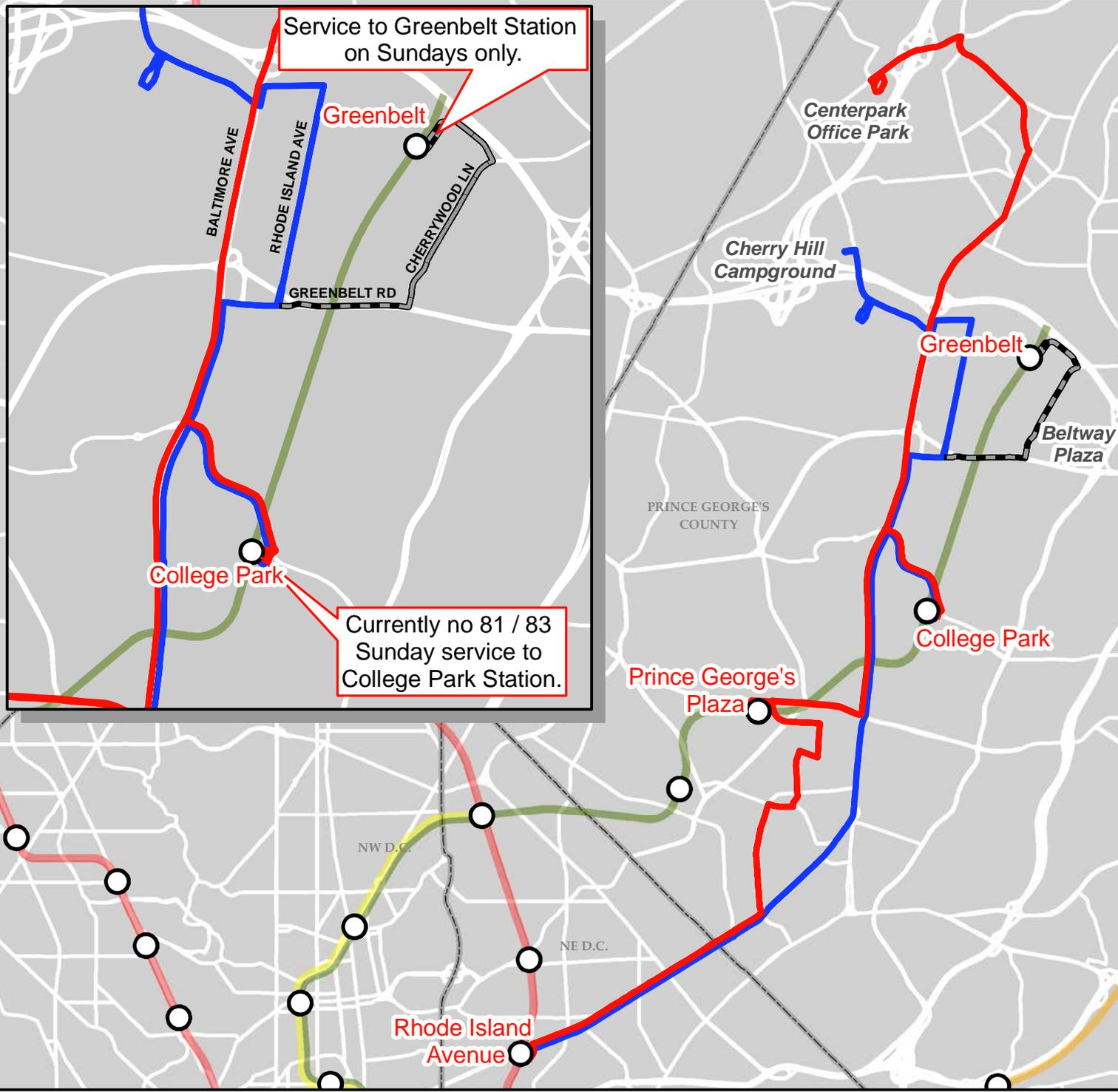
- Convert all 81 (Sunday only) trips to 83 trips.

REASONS FOR CHANGE

- This change is tied to the proposal to add Sunday service to the C2.
- If Sunday service is added to the C2, the College Park Line will no longer need to serve Greenbelt Metrorail Station instead of College Park Metrorail Station on Sundays.
- This change will simplify the College Park Line by rationalizing service and eliminating a route designation – the line will serve the same areas 7 days a week.

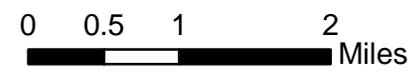
81, 83, 86

**College Park Line
Proposed
Route Changes**



Legend

- Metrorail Stations
- Discontinued Alignment
- Blue line: 81 / 83
- Red line: 86
- Green line: Green Line
- Yellow-green line: Green & Yellow Lines
- Orange line: Orange Line
- Red line: Red Line
- Grey dashed box: Jurisdictions
- White line: Roads



CROFTON-NEW CARROLLTON LINE – B29, B31

BUDGET

Cost Neutral

SERVICE AREA

Crofton Country Club Park & Ride Lot (B29), Gateway Center, Bowie, Covington, Bowie Town Center, Bowie Park & Ride Lot, New Carrollton Metrorail Station

PROPOSED CHANGE

- End all B31 trips from New Carrollton Metrorail Station at the Bowie Park & Ride Lot.
- This eliminates all service to the back side of Bowie Town Center (Evergreen Parkway).
- This eliminates all service east of Bowie Park & Ride after approximately 7:45pm.
- Span of service between New Carrollton Station and Bowie Park & Ride would be retained.

REASONS FOR CHANGE

- Low ridership, simplifying service.

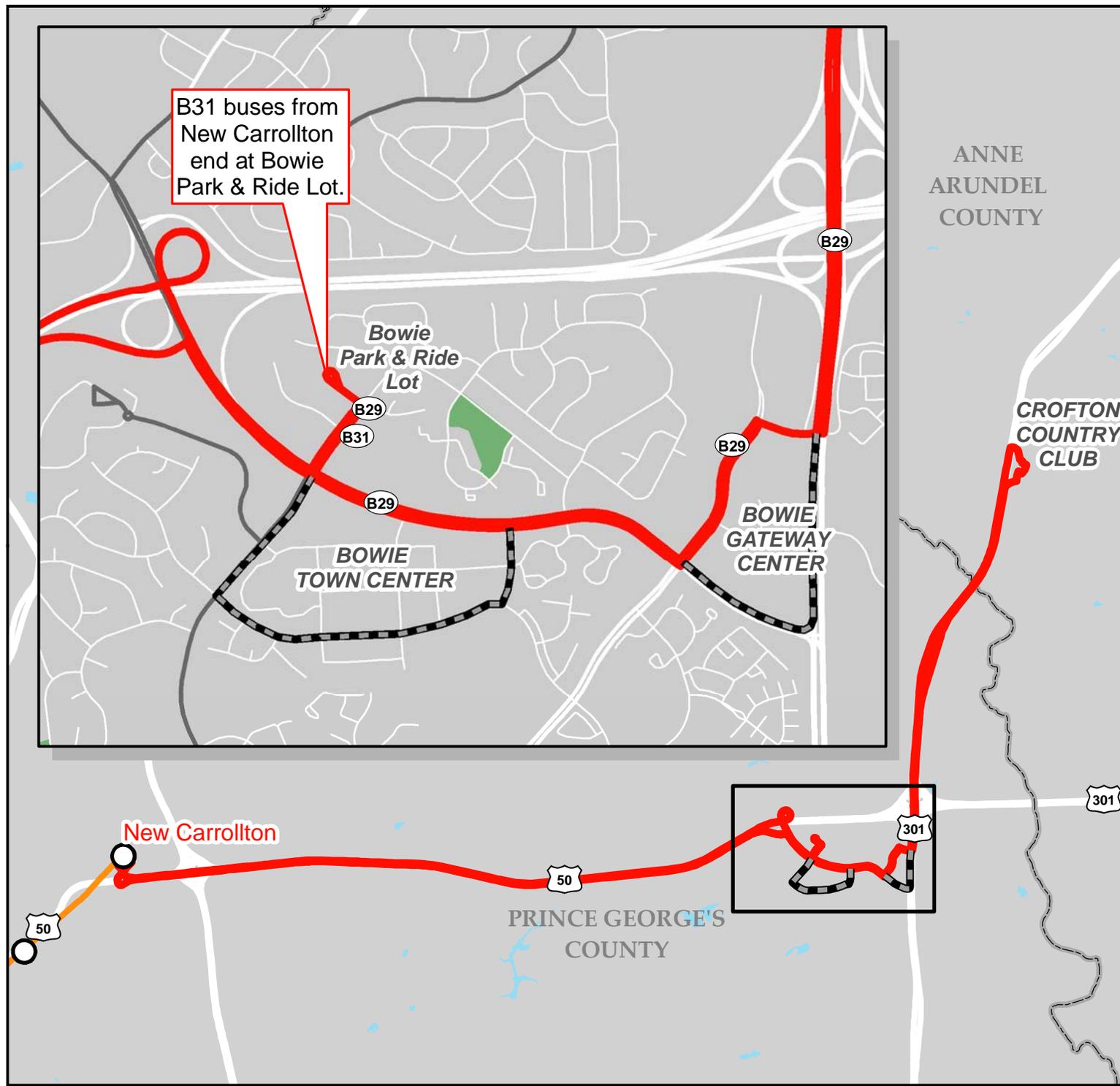
PERFORMANCE MEASURES

- 8 average weekday boardings per eastbound B31 trip.
- 5 average weekday boardings per westbound B31 trip.

B29, B31

Crofton-New Carrollton Line

Proposed Route Changes



Legend

- Metrorail Stations
- ROUTE**
- Eliminated Segment
- B29, B31
- Orange Line
- Roads
- Jurisdictions
- Water

0 0.5 1 2 Miles

GREENBELT – TWINBROOK LINE, ROUTES C2, C4

BUDGET

- \$335,000 ADDITION

PROPOSED CHANGE

- Split C2 and C4 into two separate routes.
- Route C2 would operate between Greenbelt station and the new Takoma Langley Crossroads Transit Center via the University of Maryland.
- Route C4 would operate between Prince George's Plaza and Wheaton stations with alternating trips extending to Twinbrook station.
- Add C2 Sunday Service.

ROUTE/SEGMENT ELIMINATION

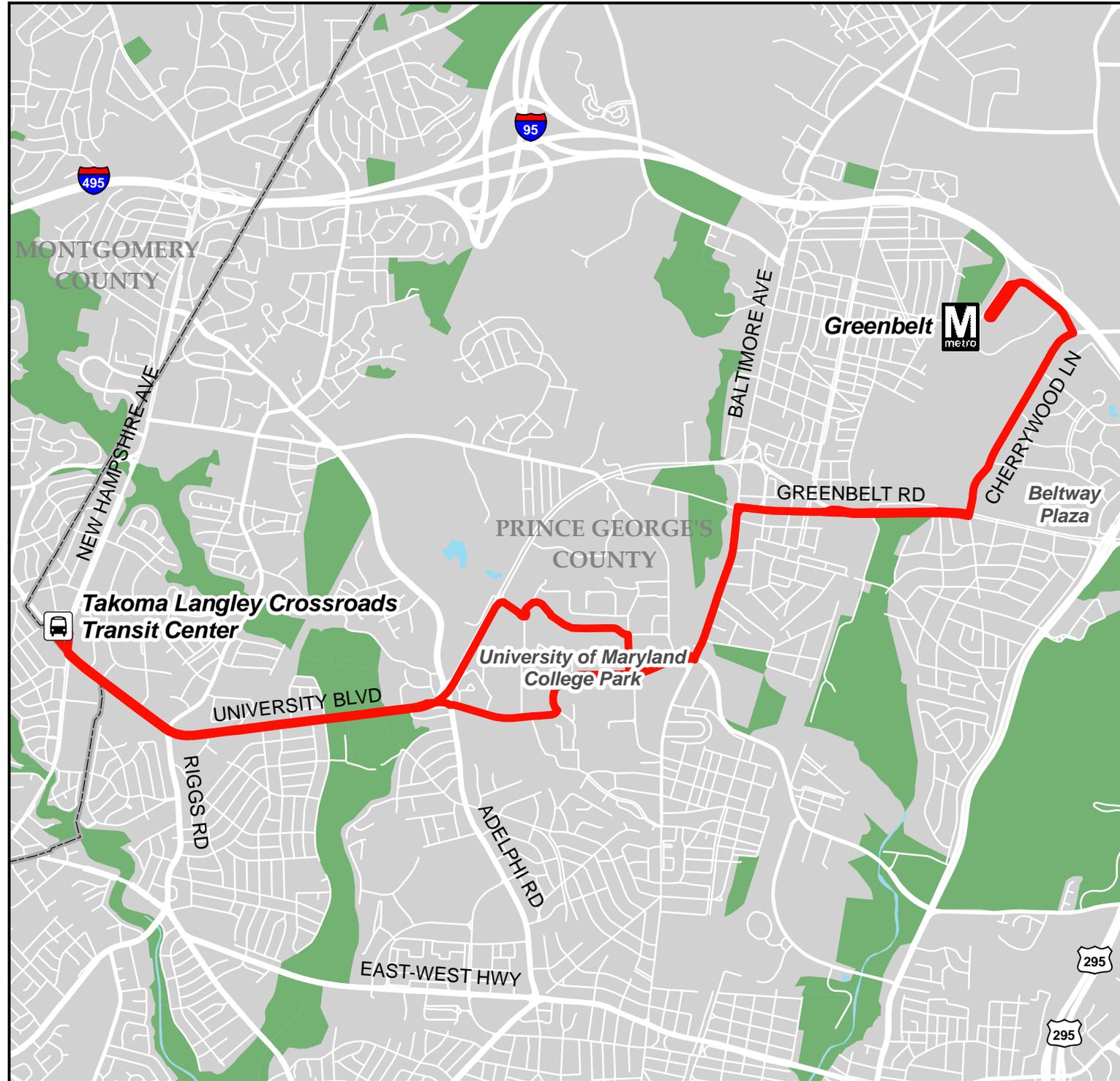
- Discontinued route C2 segment between Langley Park and Wheaton station would be provided by route C4.

REASONS FOR CHANGE

- Demand for service along the exclusive portion of route C2 (between Langley Park and Greenbelt) is lower than the rest of the University Boulevard corridor.
- Enhancing service along University Boulevard would result in over-serving the Langley Park-Greenbelt section.
- Sunday C2 service would replace discontinued portions of route 81.

PERFORMANCE MEASURES

- The portion of the line exclusive to route C2 (between Langley Park and Greenbelt) has 758 average daily eastbound boardings (18 per trip) and 1,527 westbound boardings (37.2 per trip).
- Passengers exiting on the same segment average 1,609 daily eastbound (38.3 per trip) and 551 westbound (13.4 per trip).

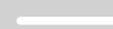


C2

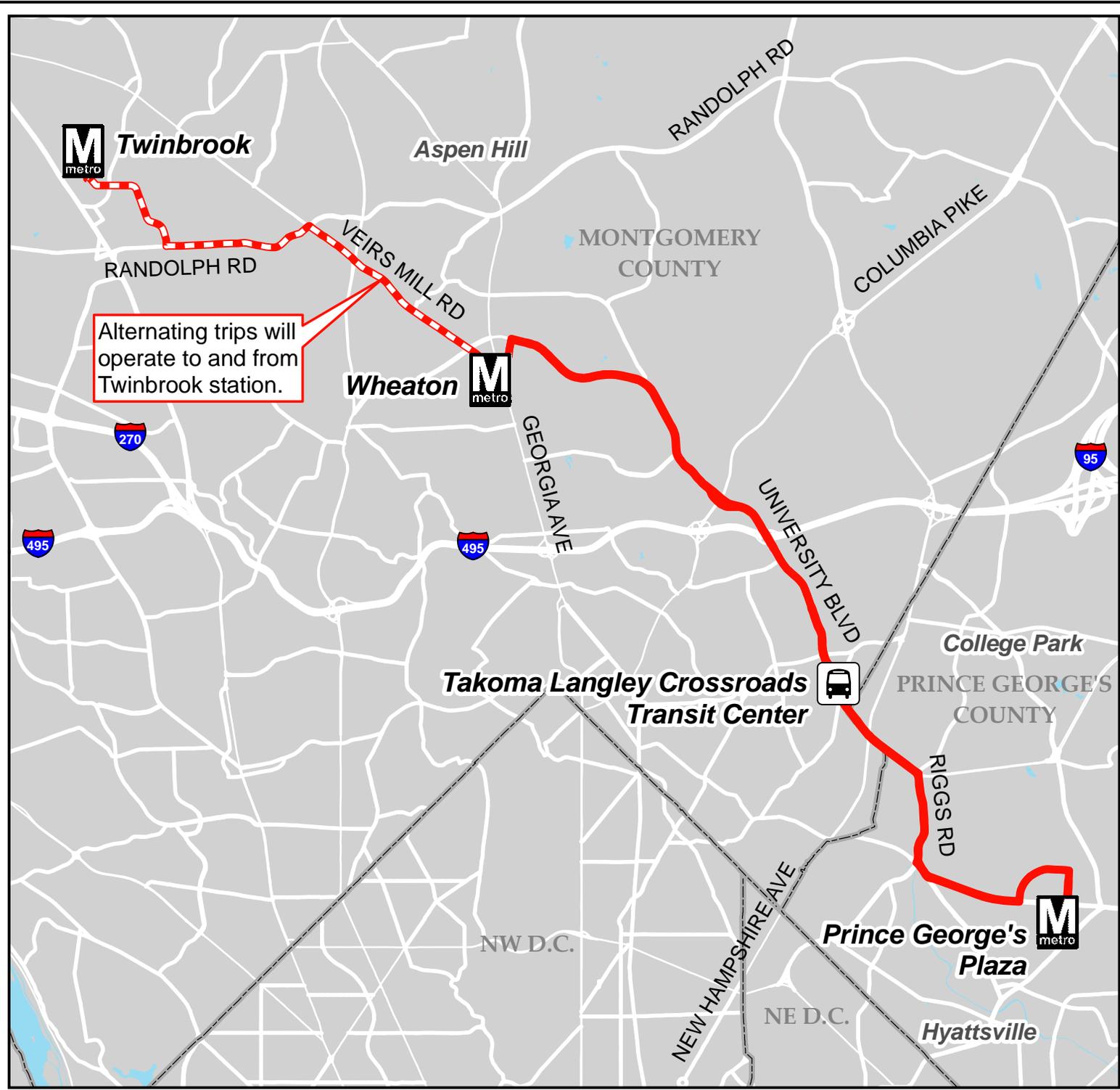
Greenbelt-Twinbrook Line

Proposed C2 Restructure for FY 2016

Legend

-  Route C2
-  Roads
-  Jurisdictions
-  Parks
-  Water





Alternating trips will operate to and from Twinbrook station.

C4

Greenbelt-Twinbrook Line

Proposed C4 Restructure for FY 2016

Legend

-  Metrorail Stations
-  Route C4
-  Twinbrook Extension
-  Roads
-  Water

Route C4 would be restructured to operate between Wheaton and Prince George's Plaza Metrorail stations.



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NEW CARROLLTON-SILVER SPRING LINE – F4

BUDGET

\$200,000 addition

SERVICE AREA

Silver Spring Metrorail Station, Takoma Park, Prince George's Plaza Metrorail Station, Riverdale Park, New Carrollton Metrorail Station

PROPOSED CHANGE

- Add additional time to Saturday schedules.

REASONS FOR CHANGE

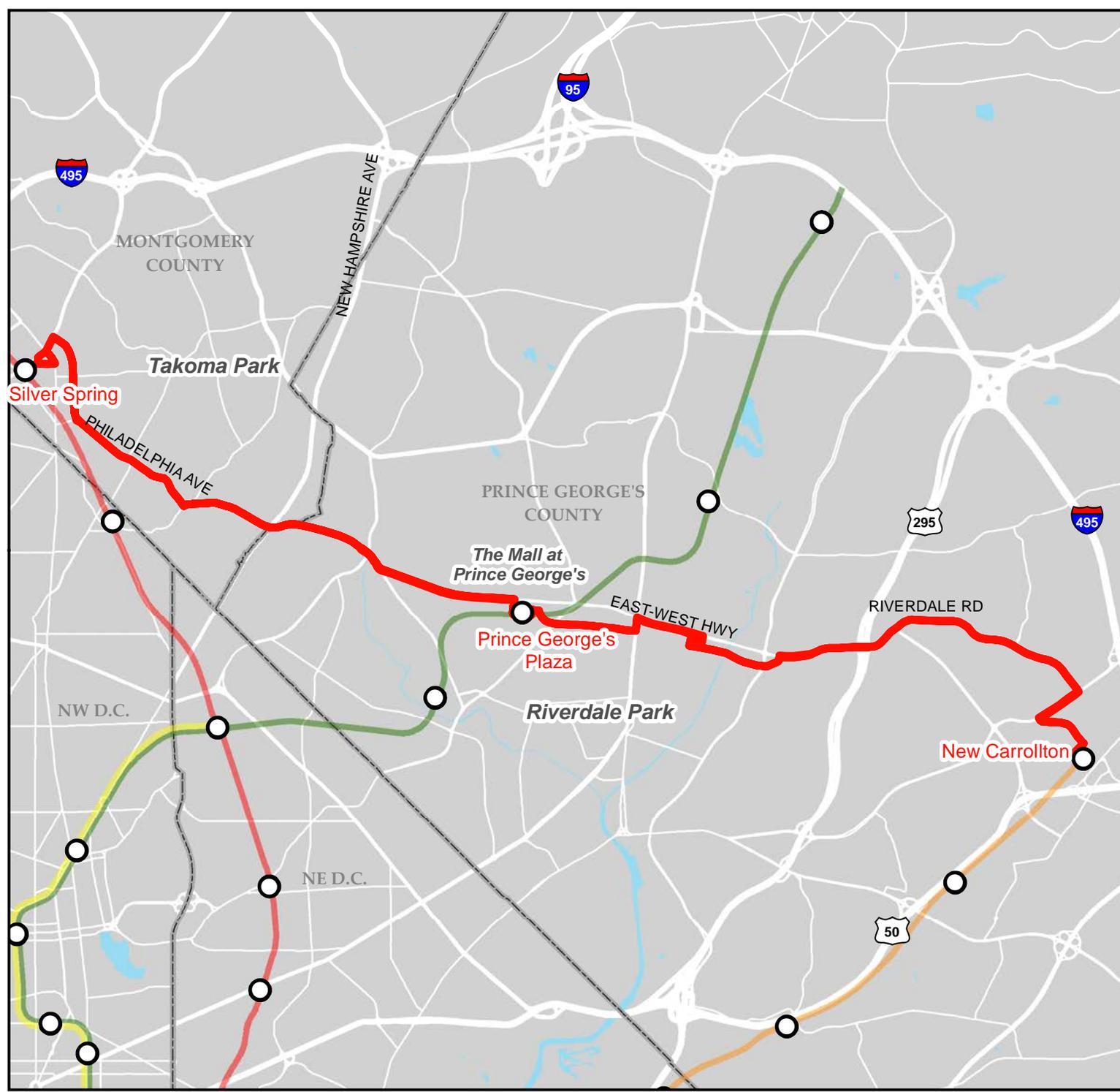
- Sunday schedule times were updated in March 2015 and on-time performance has increased significantly since then.
- Saturday on-time performance is significantly below the system wide target of 81% (it is currently at 71.5%).

PERFORMANCE MEASURES

- Saturday on-time performance dropped from 76.5% over December 2014-March 2015 to 71.5% over March 2015-June 2015.
- Sunday on-time performance rose from 78.1% over December 2014-March 2015 to 86.0% over March 2015-June 2015.
- Metro's target for on-time performance is 81%.

F4

New Carrollton-Silver Spring Line Reliability Improvements



Legend

- Metrorail Stations
- F4
- Green line
- Green and Yellow Lines
- Orange Line
- Red Line
- Roads
- ▭ Jurisdictions
- Water

North arrow icon and Metro logo.

Scale bar: 0, 0.45, 0.9, 1.8 Miles

GREENBELT-NEW CARROLLTON LINE – G12, G13, G14 G16

BUDGET

\$550,000 addition

SERVICE AREA

Greenbelt Metrorail Station, Capital Office Park (G12), Old Greenbelt North (G12), Beltway Plaza (G13, G14, G16), Roosevelt Center (timed transfer), Old Greenbelt South, Greenbelt East, NASA – Goddard Space Flight Center (G13, G14, G16), Goddard Corporate Park (G13, G14), Doctors Community Hospital (G12), Lanham, New Carrollton Metrorail Station

RESTRUCTURE SERVICE

- Eliminate G13 designation – all G13 trips will become G14 trips. The schedule will indicate whether trips loop through Beltway Plaza or not.
- Eliminate G16 designation – all G16 trips will be extended to the Mission Drive cul-de-sac and become G14 trips.
- Eliminate service on Aerospace Road due to almost nonexistent ridership and abandoned buildings.
- Add G12 and G14 Sunday service to mirror Saturday service.

REASONS FOR CHANGE

- Restructuring service on the line into two routes – G12 and G14 – will make service easier for riders to understand.
- Extending all G16 trips to Mission Drive will provide more service to the apartments on the south side of Greenbelt Road east of Good Luck Road as well as to the Eastgate Shopping Center.
- Adding Sunday service will provide seven day a week service to a high density area with high demand for transit.

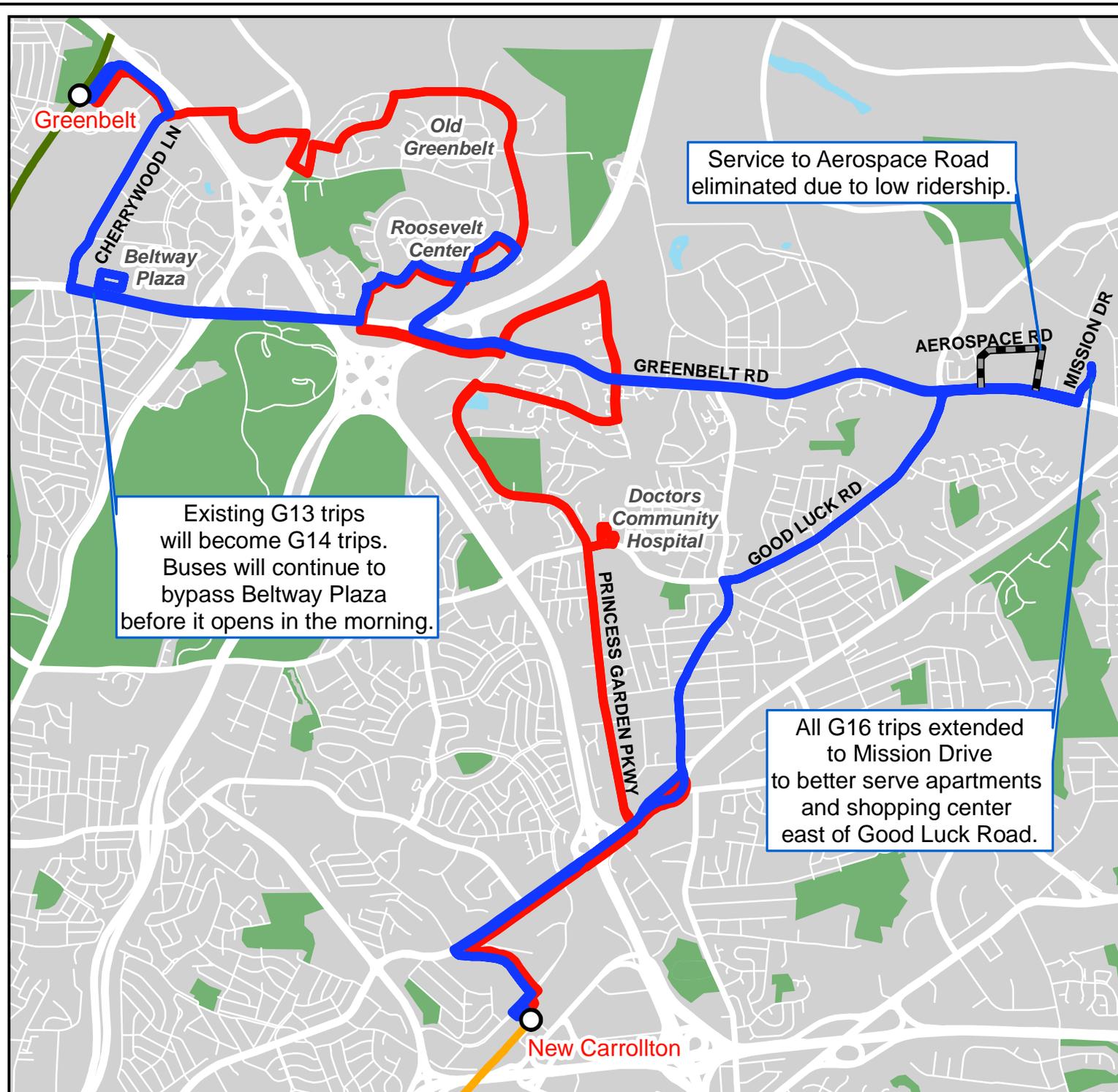
PERFORMANCE MEASURES

- Average daily ridership for Saturday is approximately 1,900. This is the highest ridership of all Metrobus routes that have Saturday service, but no Sunday service.

G12, G13, G14, G16

Greenbelt- New Carrollton Line

Proposed Service Changes



Legend

- Metrorail Stations
- ROUTE**
- G12
- G14
- Discontinued Alignment
- Green Line
- Orange Line
- Roads
- Jurisdictions
- Parks
- Water



MARLBORO PIKE LINE – J11, J12, J13

BUDGET

Cost Neutral

SERVICE AREA

Forestville, Presidential Corporate Center (J11), District Heights, Capitol Heights, Addison Road Station (J11, J12), Fairfax Village (J13), Potomac Avenue Metrorail Station (J13)

RESTRUCTURE SERVICE

- Eliminate J13 trip. The J13 consists of one trip per week that operates to Potomac Avenue Metrorail Station instead of Addison Road Metrorail Station.

REASONS FOR CHANGE

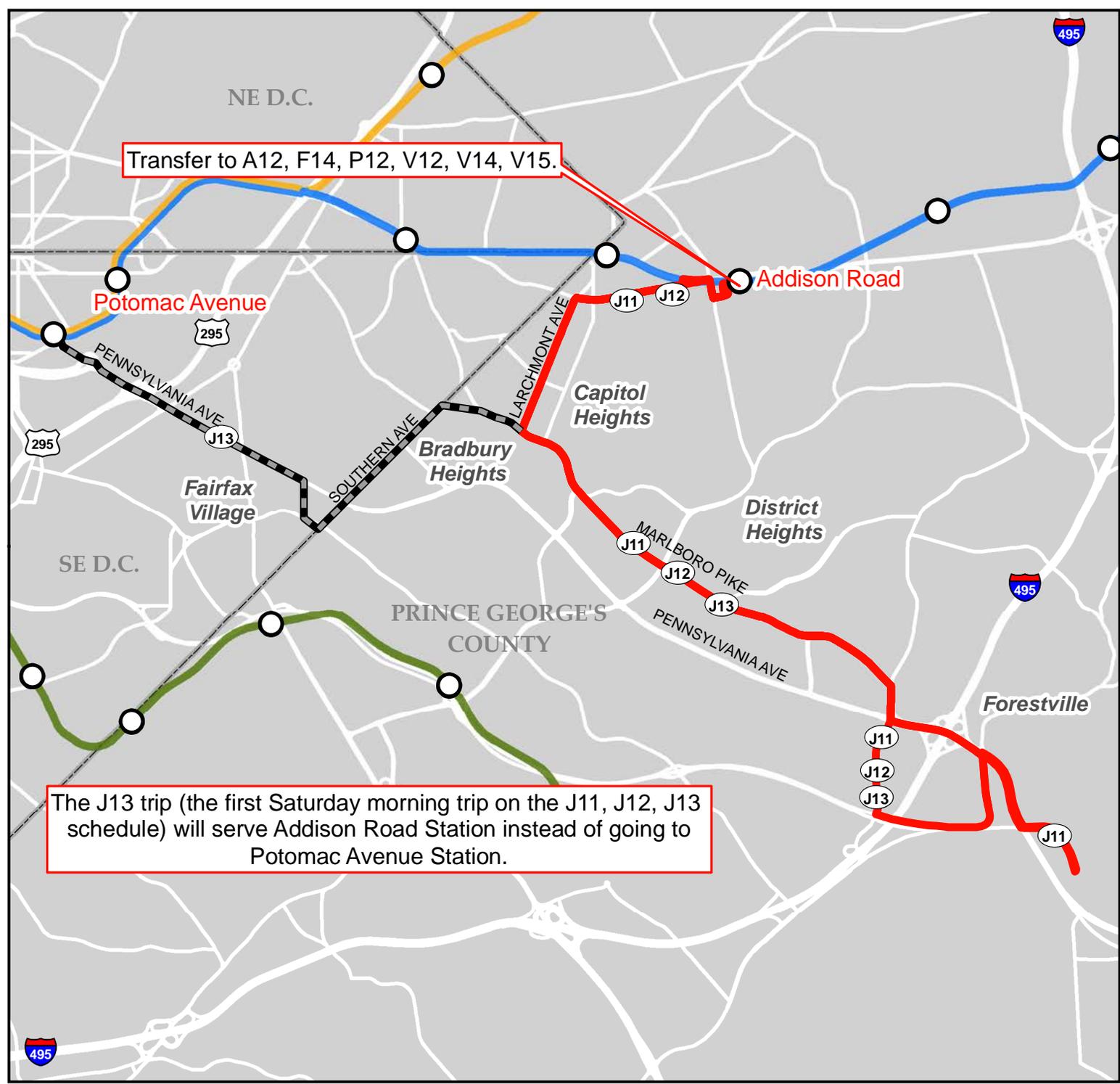
- The J13 trip was designed to bring riders to Potomac Avenue Metrorail Station before rail service starts so that they can transfer to DC bus routes.
- This design also keeps riders on the first westbound Saturday trip from getting to Addison Road Station, where they could transfer to the A12, F14, P12, V12, and V15.
- Turning the J13 trip into a J12 trip to Addison Road Station would improve connectivity within Prince George's County and make the Marlboro Pike Line easier to understand.

PERFORMANCE MEASURES

- The J13 trip gets approximately 11 boardings and 11 alightings per day.

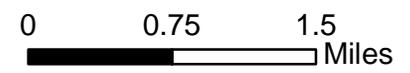
J11, J12, J13

Marlboro Pike Line Proposed Route Change



Legend

- Metrorail Stations
- Existing
- Discontinued
- Blue Line
- Green Line
- Orange Line
- Orange & Blue Lines
- Jurisdictions
- Roads



FORESTVILLE LINE – K11, K12, K13

BUDGET

Cost Neutral

SERVICE AREA

Branch Ave Metrorail Station (K11, K12), Auth Road (K11, K12), Andrews Manor (K11, K12), Joint Base Andrews (K12), Forest Village (K11, K12), Forestville (K11, K12), Penn Mar Shopping Center (K13), Park Berkshire, Surrey Square, Suitland Station (K12, K13), Fairfax Village (K11), Potomac Ave Metrorail Station (K11)

RESTRUCTURE SERVICE

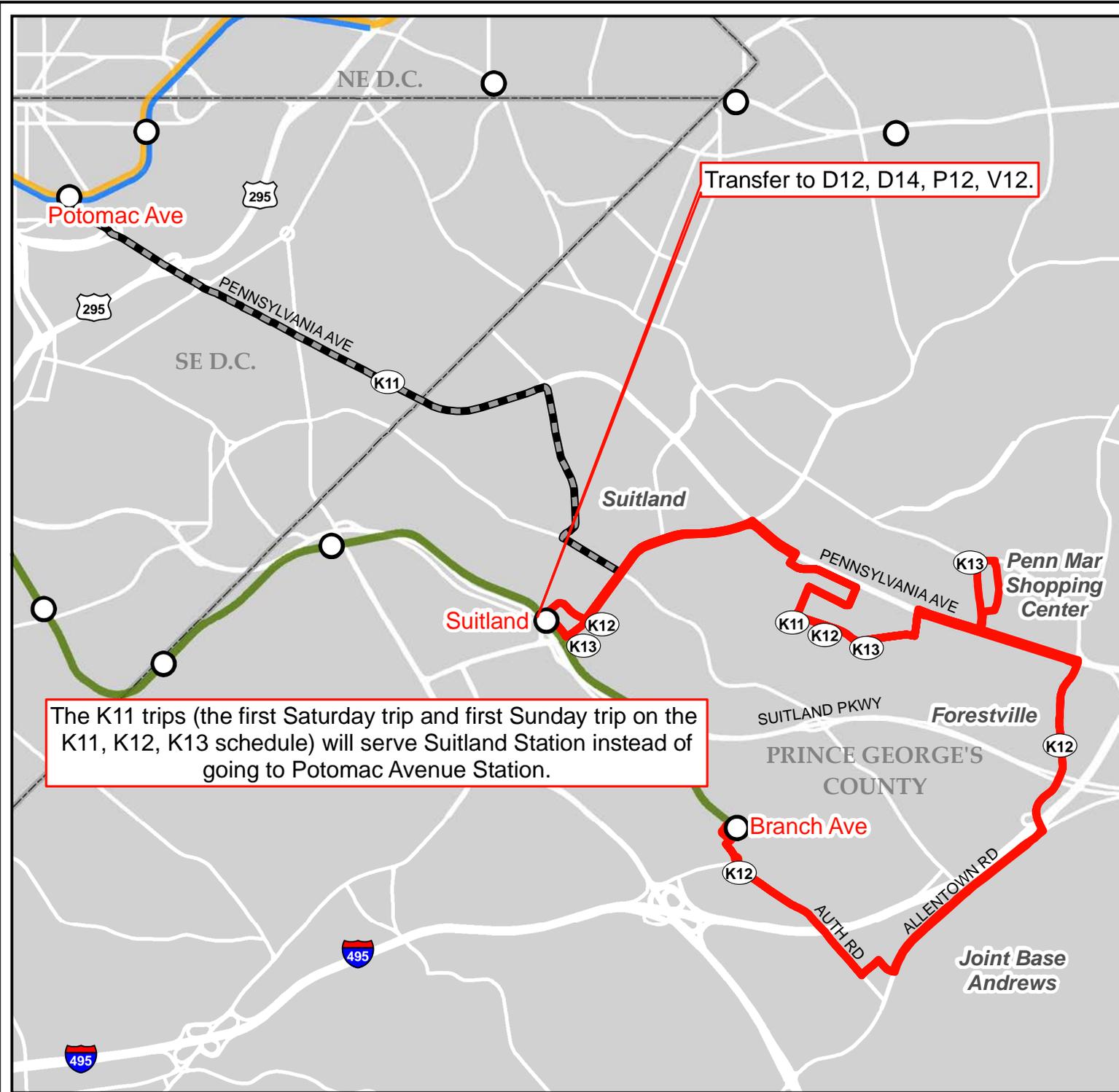
- Eliminate K11 trips (the first Saturday and first Sunday trip on the Forestville Line).

REASONS FOR CHANGE

- The K11 trips were designed to bring riders to Potomac Avenue Metrorail Station before rail service starts so that they can transfer to DC bus routes.
- This design also keeps riders on the first northbound Saturday and Sunday trips from getting to Suitland Station, where they could transfer to the D12, D14, P12, and V12.
- Turning the K11 trip into a K12 trip to Suitland Station would improve connectivity within Prince George's County and make the Forestville Line easier to understand.

PERFORMANCE MEASURES

- The Saturday K11 trip gets approximately 23 boardings a day.
- The Sunday K11 trip gets approximately 20 boardings a day.
- Approximately half of those riders are transferring to rail and would potentially be better served waiting for the station to open at Suitland.
- Very few riders transfer to other buses (see next page) with the greatest number of transfers to the P12 – a transfer that is not helped by the trip going to Potomac Ave Station.
- It is also likely to be more convenient for passengers to get dropped off on the rail line they are used to riding (Green).



K11, K12, K13

Forestville
Proposed
Route Change

Transfer to D12, D14, P12, V12.

The K11 trips (the first Saturday trip and first Sunday trip on the K11, K12, K13 schedule) will serve Suitland Station instead of going to Potomac Avenue Station.

Legend

- Metrorail Stations
- Existing
- Discontinued
- Green Line
- Orange Line
- Orange & Blue Lines
- Jurisdictions
- Roads

0 0.5 1 Miles

VEIRS MILL ROAD LINE, ROUTES Q1, Q2, Q4, Q5, Q6

BUDGET

- \$1,235,000 REDUCTION

ROUTE/SEGMENT ELIMINATION

- Discontinue route segment between Wheaton and Silver Spring stations for all days when Metrorail is not operating.

ALTERNATIVE SERVICE AVAILABLE

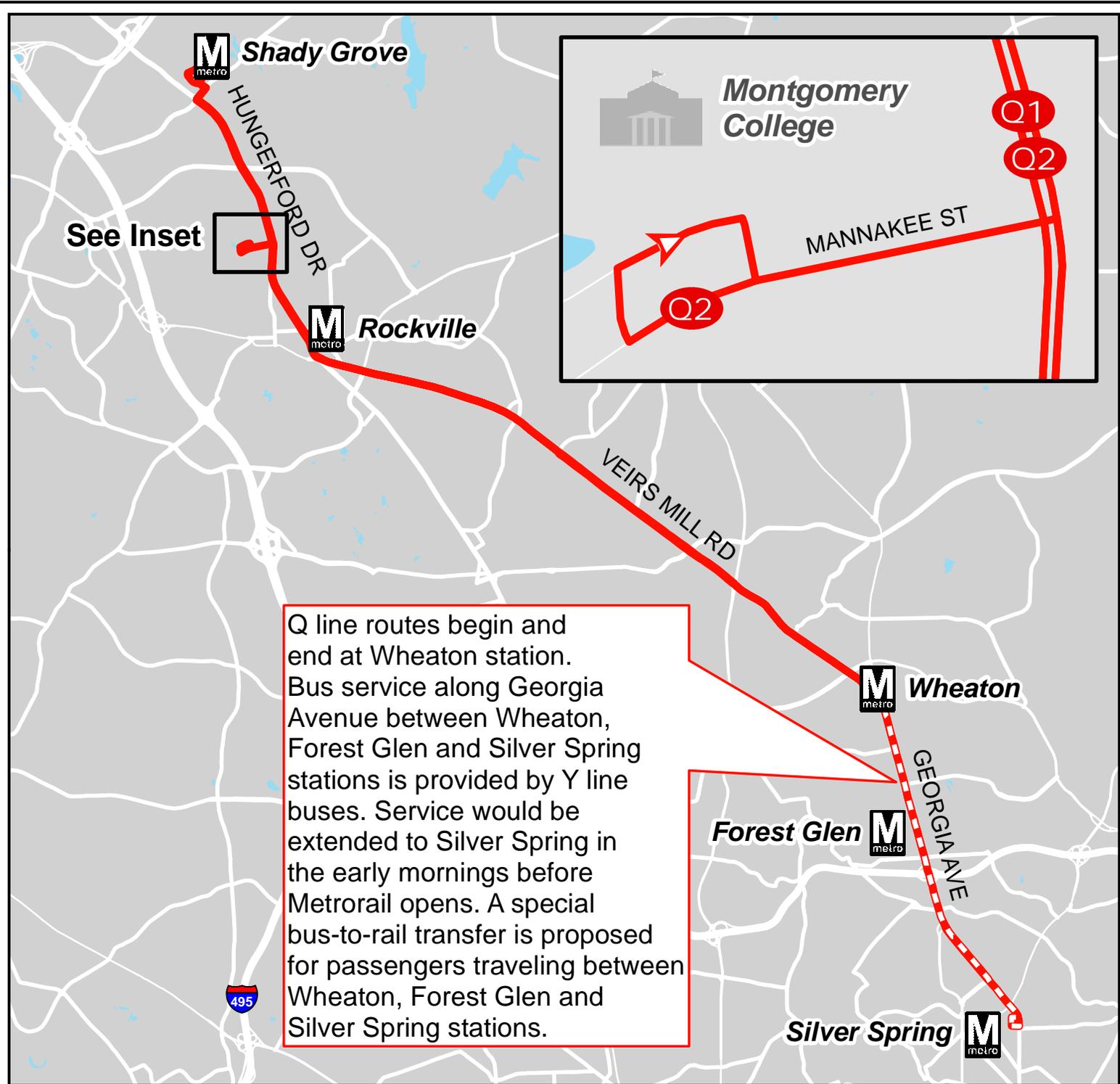
- Q line service will continue to operate between Wheaton and Silver Spring stations before Metrorail opens and after Metrorail closes.
- Metrorail Red line serves Wheaton, Forest Glen and Silver Spring stations
- Routes Y2, Y7 and Y8 provide service along Georgia Avenue (MD 97) between Wheaton, Forest Glen and Silver Spring stations.

REASONS FOR CHANGE

- Strongest portion of the route is between Wheaton and Rockville stations.
- Utilizes the available capacity along the Metrorail Red line between Wheaton, Forest Glen and Silver Spring stations.
- A special bus-to-rail transfer would be implemented for passengers transferring to and from the Metrorail Red line and Q line buses.
- Increases the on-time performance of Veirs Mill Road bus service as it will not be subjected to the daily traffic congestion on Georgia Avenue near the Capital Beltway during peak periods.
- Reduces the number of route designations from five to two, making the service patterns easier to understand.

PERFORMANCE MEASURES

- Reduction in crowding on existing Q line by evenly distributing trips between Rockville and Wheaton stations.
- Current average load factor is 1.45 (Metrobus standard is 1.20)



Q1, Q2

Veirs Mill Road Line

Proposed Q-Line Restructure for FY 2016

Legend

-  Metrorail Stations
-  Routes Q1 & Q2
-  Early AM Only
-  Roads
-  Water



VEIRS MILL ROAD LIMITED LINE, ROUTE Q9

BUDGET

- \$1,920,000 ADDITION

ROUTE

- Limited-stop Metro Extra would be added to Veirs Mill Road and operate between Rockville and Wheaton stations on weekdays only.
- Service would operate every 15 minutes between 7:00 a.m. and 8:00 p.m.
- Limited stops would be located at Rockville station, Edmonston Drive, Atlantic Avenue, Twinbrook Parkway, Parkland Drive, Randolph Road, Connecticut Avenue, Newport Mill Road, University Boulevard and Wheaton station as defined by the “Metrobus Veirs Mill Road Line Re-evaluation Study” (September 2013).

ALTERNATIVE SERVICE AVAILABLE

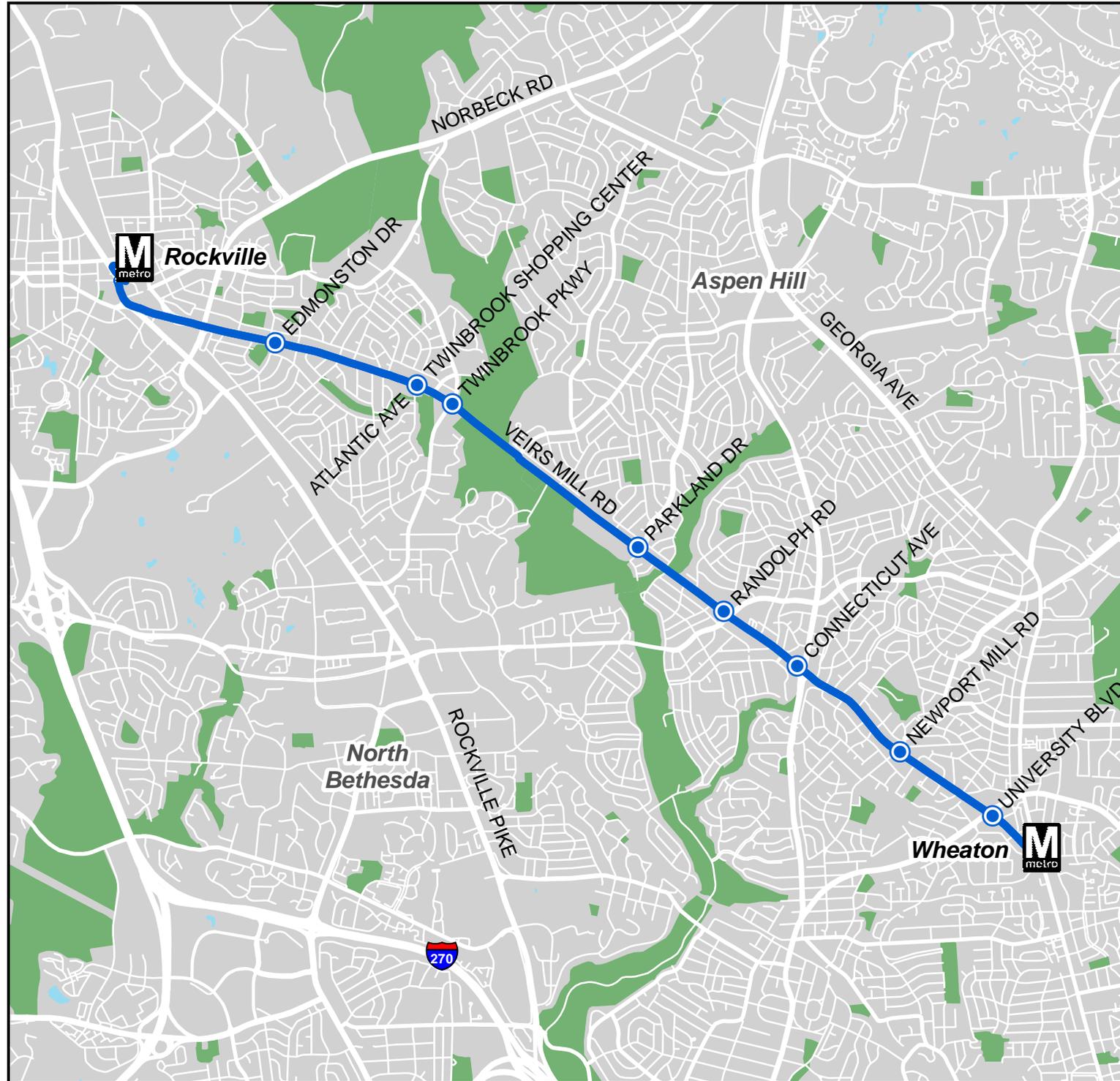
- Route Q2 service would continue to serve all local bus stops between Rockville and Wheaton stations.

REASONS FOR CHANGE

- Strongest portion of the route is between Wheaton and Rockville stations.
- Ridership is very heavy throughout the day in northbound and southbound directions and the addition of limited-stop service will alleviate crowding on existing service.

PERFORMANCE MEASURES

- Reduction in crowding on existing Q line by adding capacity to strongest portion of the route.
- Current average load factor is 1.45.

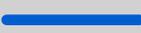
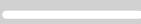


Q9

Veirs Mill Road
Limited Line

**Proposed Q9
MetroExtra for
FY 2016**

Legend

-  Proposed Bus Stop
-  Route Q9
-  Roads
-  Parks
-  Water



GREENBELT-PRINCE GEORGE'S PLAZA LINE – R3

BUDGET

\$578,000 reduction

SERVICE AREA

Greenbelt Metrorail Station, Beltway Plaza, Archives II, Prince George's Plaza Metrorail Station

RESTRUCTURE SERVICE

- Eliminate line (operates weekday peak periods only).

REASONS FOR CHANGE

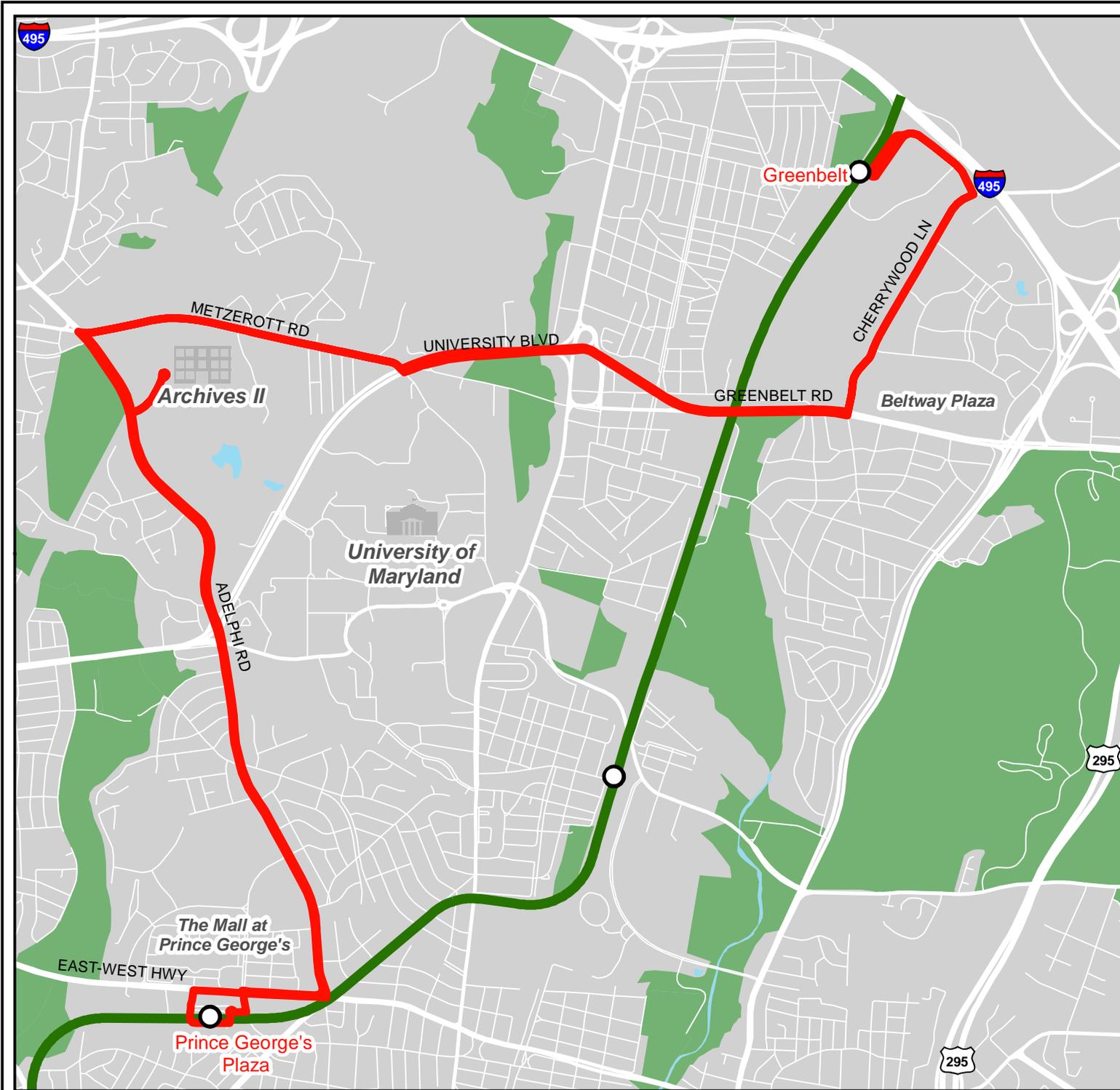
- The R3 fails all five of Metro's productivity standards.
- Alternative service available.

ALTERNATE SERVICE

- Service to Archives II via the C8.
- Service along Metzerott Road via Shuttle-UM.

PERFORMANCE MEASURES

- Averages approximately 250 passenger trips per day.
- Approximately 20 riders per day use stops on Metzerott Road that would no longer be served by Metrobus. (These stops will continue to have Shuttle-UM service.)
- R3 has 217 average weekday riders; the standard is 456.
- R3 has 10.69% cost recovery; the standard is 15.88%.
- R3 subsidy per rider is \$9.10; the standard is \$4.80.
- R3 has 8.7 riders per trip; the standard is 11.2.
- R3 has 0.9 riders per mile; the standard is 1.3.



R3

Greenbelt-Prince George's Plaza Line Proposed Route Elimination

Legend

- Metrorail Stations
- R3
- Green line
- Roads
- Jurisdictions
- Parks
- Water



DISTRICT HEIGHTS-SEAT PLEASANT LINE – V14, V15

BUDGET

\$150,000 addition

SERVICE AREA

Penn Mar Shopping Center, The Center at Forestville, District Heights, Capitol Heights, Addison Road Metrorail Station, Pepper Mill Village (V15), Carmody Hills, Seat Pleasant, Fairmount Heights, Chapel Oaks, Deanwood Metrorail Station

RESTRUCTURE SERVICE

- Eliminate routing along Pepper Mill Drive and Hastings Drive (V15 only) and consolidate routing along Hill Road and Central Avenue.
- Eliminate V15 designation.
- Extend Sunday service to cover entire route, instead of terminating at Addison Road Station.
- Extend Sunday service span to match Saturday service.

REASONS FOR CHANGE

- Trips take Pepper Mill Drive and Hastings Drive when Prince George's County when TheBus does not serve it (early mornings, evenings and weekends).
- The stops along Pepper Mill Drive and Hastings Drive have very low ridership and having separate routing through this area makes the route unnecessarily complicated.
- The maximum added distance for riders would be 0.4 miles for those currently using the stops at Pepper Mill Drive & Hastings Drive. There are an estimated 2 boardings and 1 alighting at this intersection weekdays and 6 boardings and 5 alightings there on Saturdays.
- Ridership on V14 trips through this area is concentrated at Central Ave & Hill Rd – the farthest stops from the V15 route through Pepper Mill Village.
- Improving Sunday service would make it useable for passengers. Currently ridership on Sundays is very low, because it only runs between Penn Mar Shopping Center and Addison Road Metrorail Station.

PERFORMANCE MEASURES

- Average ridership per trip on Saturdays: 28
- Average ridership per trip on Sundays: 11

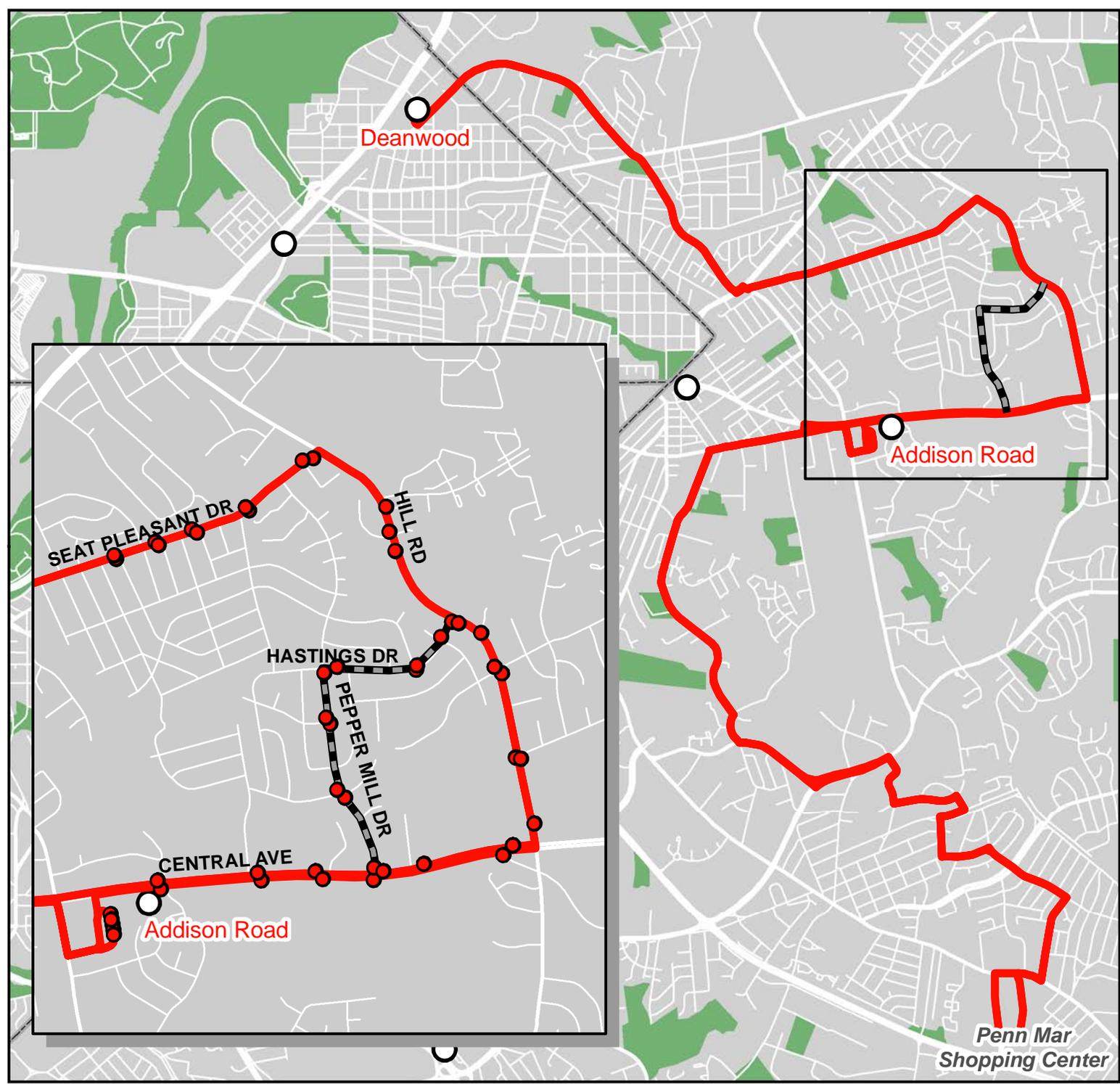
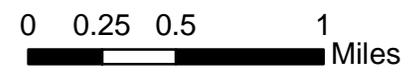
V14, V15

District Heights- Seat Pleasant Line

Proposed Route Change

Legend

- Metrorail Stations
- ROUTE**
- Discontinued Alignment
- V14
- ▭ Jurisdictions
- Roads
- Parks



INDIAN HEAD EXPRESS LINE, ROUTE W19

BUDGET

\$975,000 reduction

SERVICE AREA

Naval Surface Warfare Center (Charles County), Town of Indian Head, Bryans Road Park & Ride Lot, Eastover, Southern Ave Station

RESTRUCTURE SERVICE

Option 1

- Transfer operation of this route to Maryland Transit Administration (MTA).

Option 2

- Retain operation of Route W19.
- Some trips would be eliminated and/or the route would terminate at the Bryans Road Park & Ride Lot on the southern end.

ALTERNATIVE SERVICE AVAILABLE

Option 1

- W19 service would be provided by MTA.

Option 2

- No Metrobus service would be available south of Bryans Road Park & Ride Lot.

REASONS FOR CHANGE

Option 1

- Long distance route better served by over the road coaches
- Urban transit buses are needed for re-allocation to more densely populated areas of South Prince Georges' County

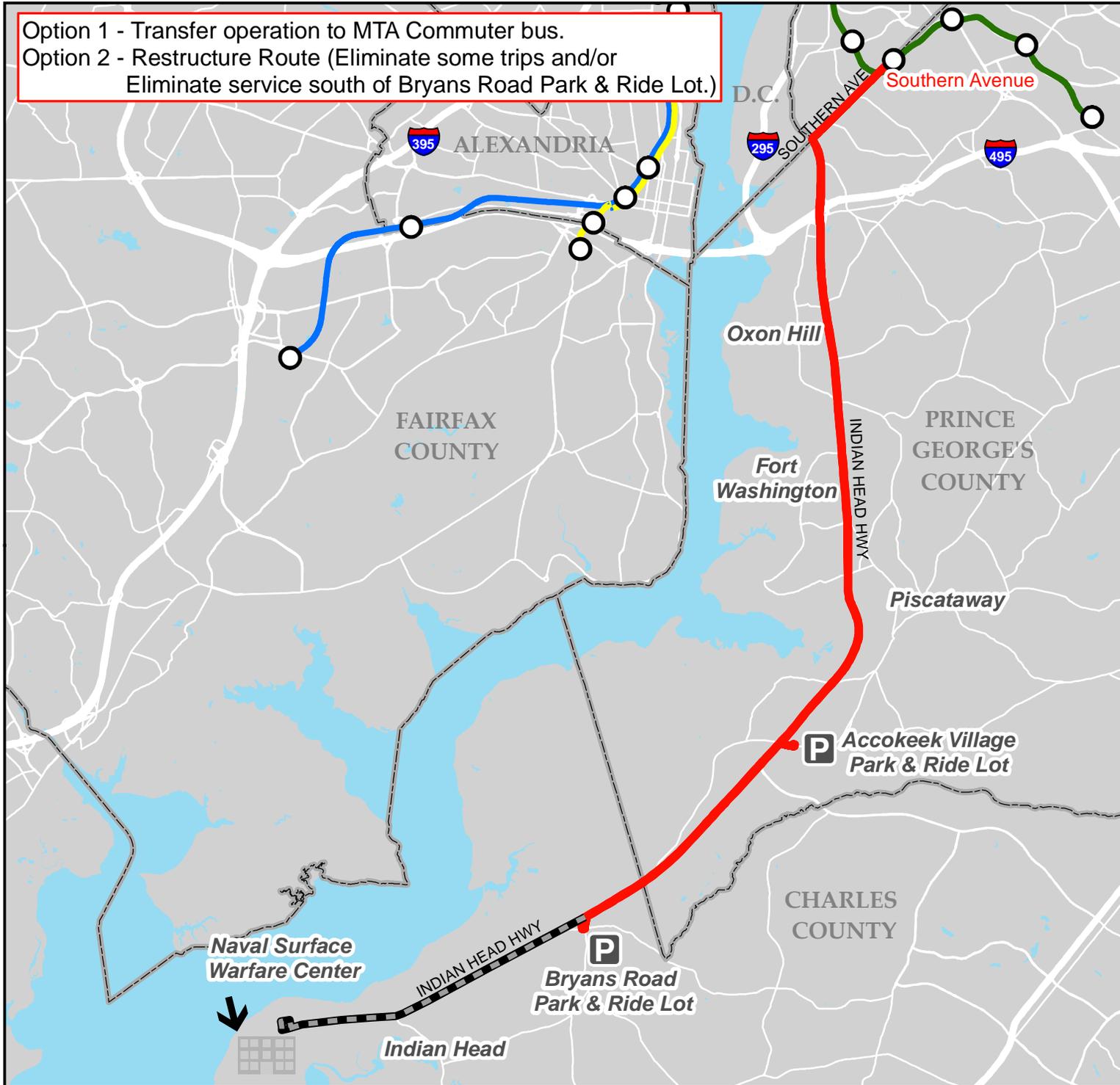
Option 2

- Ridership does not justify the number of trips provided on this route.

PERFORMANCE MEASURES

- Weekday ridership has decreased 10% from October 2013 to October 2014.
- Route W19 gets 352 average riders compared to the productivity threshold of 456 riders.
- The subsidy per rider is \$10.88 compared to the productivity threshold of \$4.80.
- There are 0.50 riders per revenue mile on this route as compared to the productivity threshold of 1.30.

Option 1 - Transfer operation to MTA Commuter bus.
 Option 2 - Restructure Route (Eliminate some trips and/or
 Eliminate service south of Bryans Road Park & Ride Lot.)



W19

Indian Head Express Line Proposed Service Changes

Legend

- Metrorail Stations

ROUTE

- Option 2 Proposed Elimination
- Existing Route
- Blue Line
- Blue and Yellow Lines
- Green line
- Yellow Line
- Roads
- ▭ Jurisdictions
- Water



CALVERTON – WESTFARM LINE, ROUTE Z6

BUDGET

- \$130,000 ADDITION

PROPOSED CHANGE

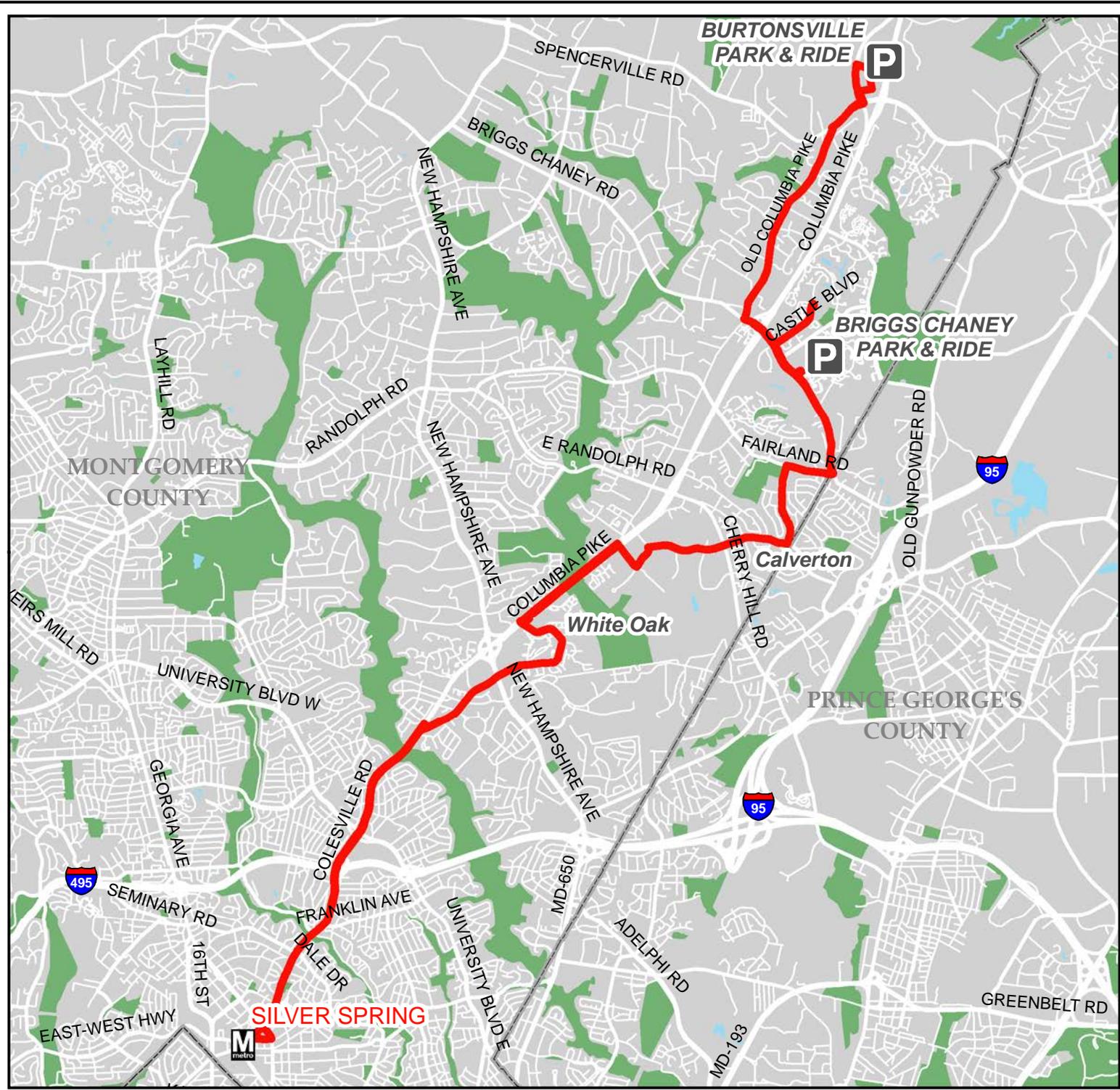
- Add weekday running time to improve service reliability.
- Reduce the number of trips operating between Castle Boulevard and Burtonsville due to low ridership.
- Add Saturday service between Silver Spring, Calverton and Castle Boulevard at 30 minute frequency.

REASONS FOR CHANGE

- Strong weekday ridership and the level of commercial development in the Westfarm and Calverton areas command the addition of Saturday service.

PERFORMANCE MEASURES

- Average on time performance is 68.9% (Metrobus standard >81%)



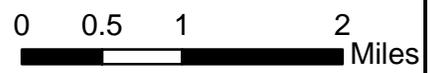
Z6

Calverton-Westfarm Line

Proposed Reliability Improvements

Legend

-  Metrorail Stations
-  Route Z6
-  Roads
-  Jurisdictions
-  Parks
-  Water



FAIRLAND LINE, ROUTE Z8

BUDGET

- \$265,000 REDUCTION

PROPOSED CHANGE

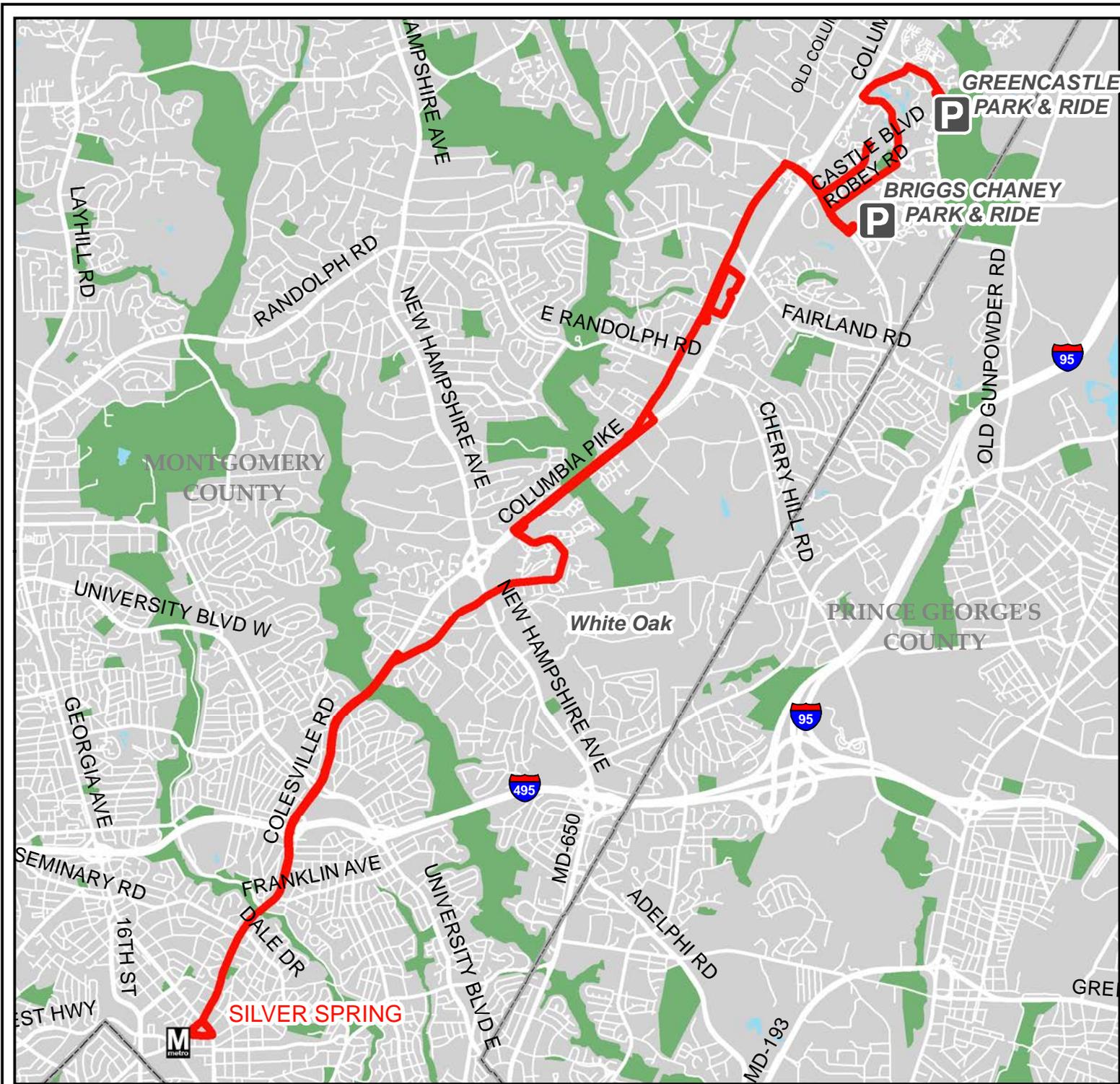
- Reduce Saturday frequency to 30 minutes to coordinate with the proposed addition of route Z6 service.

REASONS FOR CHANGE

- Routes Z6 and Z8 provide trunk service between Silver Spring and White Oak.
- Route Z6 is proposed to operate at a 30 minute frequency and will be coordinated with route Z8.
- Saturday trunk frequency will improve from 20 minutes to 15 minutes with addition of route Z6.

PERFORMANCE MEASURES

- Route Z8 averages 45.6 passengers per hour on Saturdays.
- Current average load factor for Saturday is 1.63 (Metrobus standard is <1.20)



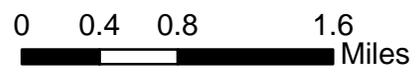
Z8

Fairland Line

Proposed Reliability Improvements

Legend

-  Metrorail Stations
-  Route Z8
-  Jurisdictions
-  Roads
-  Parks
-  Water



LAUREL – BURTONSVILLE EXPRESS LINE, ROUTES Z9, Z29

BUDGET

- \$345,000 REDUCTION

PROPOSED CHANGE

- Routes Z9 and Z11 would be combined into one route.
- The Z9 designation would be discontinued.
- Off-peak direction service between Silver Spring, Burtonsville and South Laurel would be provided by new route Z3.
 - Two AM northbound and three PM southbound trips would be provided.
- Route Z29 would be revised to operate along Old Columbia Pike between Greencastle and Briggs Chaney roads on northbound and southbound trips.

ROUTE/SEGMENT ELIMINATION

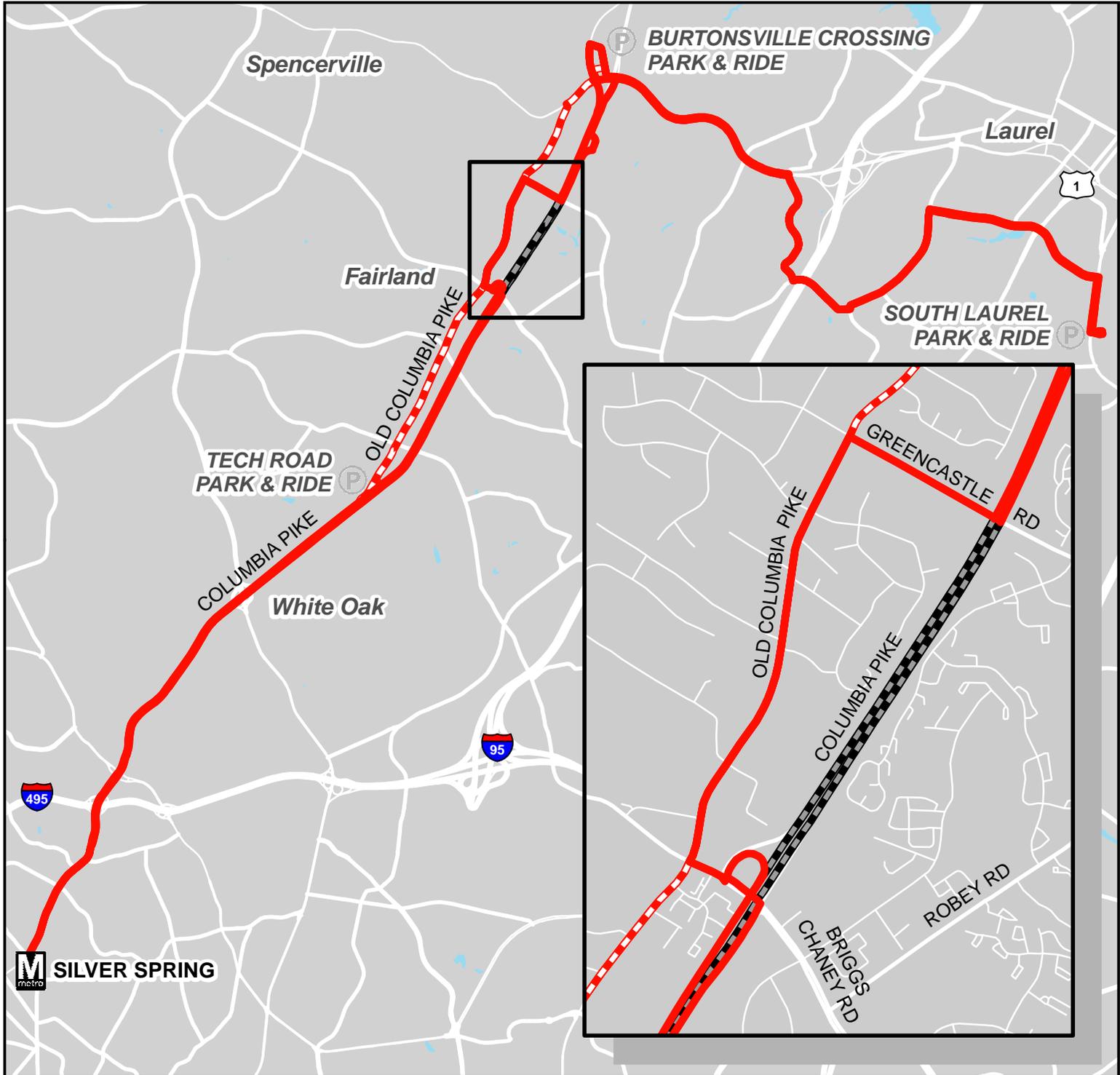
- Express portion of Columbia Pike (US 29) between Greencastle and Briggs Chaney roads would be eliminated.

REASONS FOR CHANGE

- Section of Old Columbia Pike between Greencastle and Briggs Chaney roads would no longer be served by Z9 with the implementation of the revised route Z11.
- Route revisions were recommended by *The Z Line Metrobus Priority Corridor Study*.

PERFORMANCE MEASURES

- Each trip should average 35 passengers per trip.



Z3, Z29

Laurel-Burtonsville Express Line

Proposed Z9, Z29 Restructure for FY 2016

Legend

-  Rt Z29
-  Rt Z3
-  Discontinued Routing
-  Roads
-  Water



GREENCASTLE – BRIGGS CHANEY EXPRESS LINE, ROUTES Z11, Z13

BUDGET

- \$275,000 ADDITION

PROPOSED CHANGE

- Combine portions of routes Z9 and Z11 into one line.
- New Z11 would operate between Burtonsville Park & Ride, Greencastle Park & Ride, Briggs Chaney Park & Ride and Silver Spring via Old Columbia Pike.

ROUTE/SEGMENT ELIMINATION

- Service along Greencastle Road between the park and ride lot and Robey Road and along Robey Road between Greencastle Road and Ballinger Drive would be discontinued.

REASONS FOR CHANGE

- Ridership for Z9 and Z11 trips average 27.2 passengers per trip.
- Given the relative proximity of the Burtonsville, Greencastle and Briggs Chaney park and rides, it would simplify the express service along the Columbia Pike corridor by consolidating the routes.
- Route revisions were recommended by *The Z Line Metrobus Priority Corridor Study*.

Route Z11

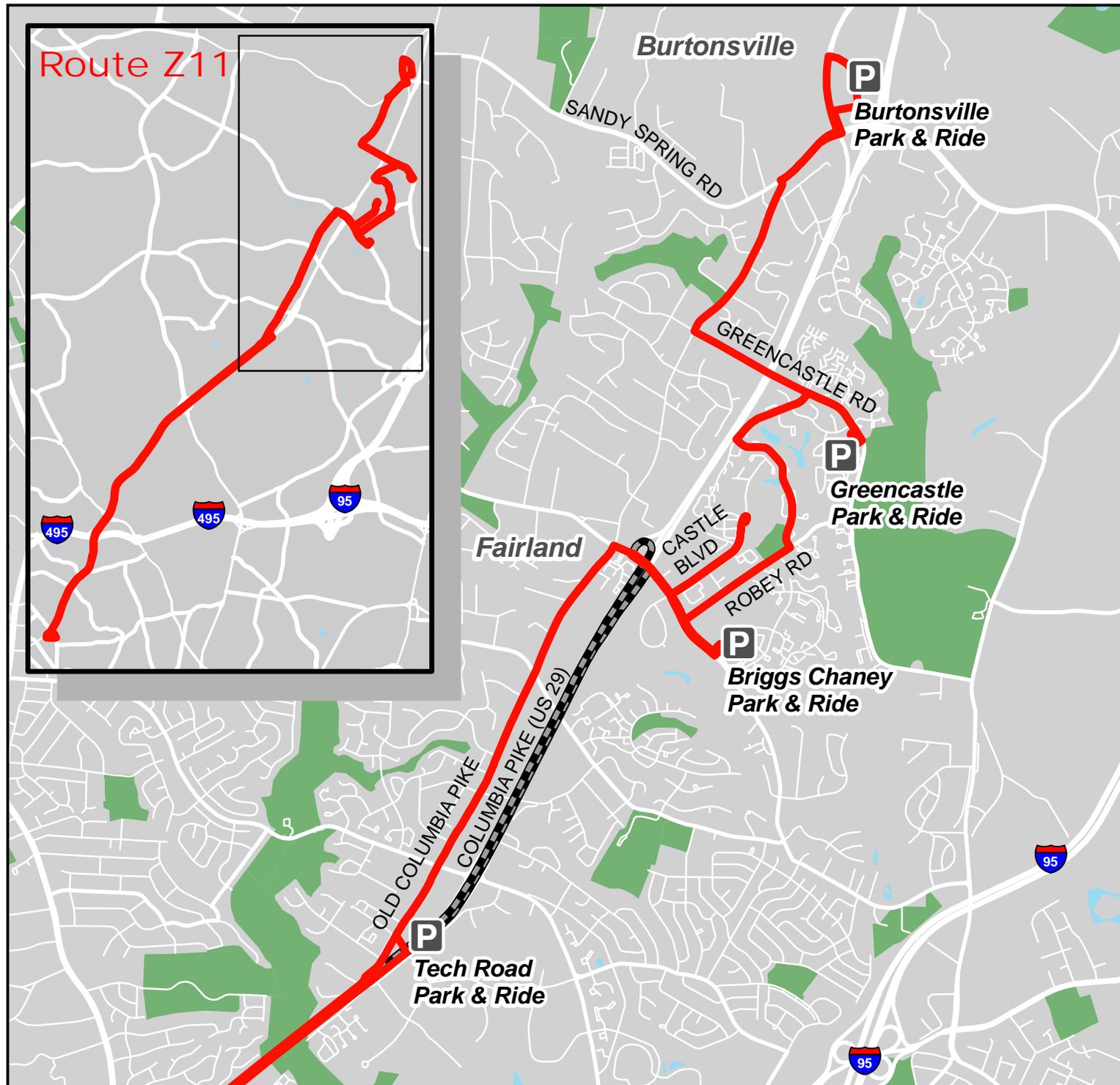
Z11

Burtonsville-Greencastle Express

Proposed Z11 Restructure for FY 2016

Legend

-  Route Z11
-  Discontinued Routing
-  Roads
-  Parks
-  Water



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VIRGINIA

PROPOSED BUS SERVICE CHANGES

FISCAL YEAR 2016

WILSON BOULEVARD - VIENNA LINE, ROUTES 1A, 1B, 1E, 1Z

BUDGET

- \$63,000 REDUCTION

RESTRUCTURE SERVICE

- Convert existing route 1Z trips to route 1A trips
- Modify route 1B to bypass Seven Corners Shopping Center
- Eliminate the weekday peak stop restriction between Ballston-MU station and Wilson Boulevard & Livingston Street

ROUTE / SEGMENT ELIMINATION

- Eliminate route 1E (serving the Dominion Hills neighborhood)
- Wilson Boulevard between Peyton Randolph Drive and the Seven Corners intersection (currently served by 1Z weekday peak hours only)

ALTERNATIVE SERVICE AVAILABLE

- Arlington Transit (ART) will provide new service to Dominion Hills
- Routes 1A and 1B serve stops on Wilson Boulevard within 0.4 miles of the furthest stop in the Dominion Hills neighborhood.
- Route 1B will continue to provide faster peak-period service between Arlington Blvd. and Ballston in place of the discontinued route 1Z
- The intersection of Wilson and Roosevelt boulevards will continue to be served by route 26A (Annandale-East Falls Church Line). 1Z passengers currently using these stops can use the 1A, 1B stops one block east at Wilson Boulevard & Peyton Randolph Drive.

REASONS FOR CHANGE

- Existing ridership in the Dominion Hills neighborhood is low
- The current 1A and 1Z route patterns during weekday peak hours, where 1A operates only in the counterflow direction and 1Z in the flow direction, cause passenger confusion, especially at Seven Corners Transit Center. The proposed schedule will have route 1A operating consistently during all service hours in both directions seven days a week, while still providing a faster option during peak-periods with a modified route 1B.

PERFORMANCE MEASURES

- Route 1E averages 20 AM passengers at exclusive stops over 6 trips (3.3 passengers per trip) and 6 PM passengers over 6 trips (1 passenger per trip)
- On route 1Z, 9 AM and 7 PM passengers use the stops at Wilson & Roosevelt boulevards (1.4 passengers per trip)

1A, 1B, 1E, 1Z

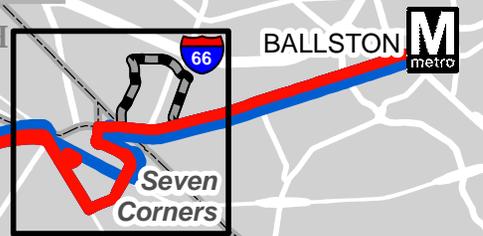
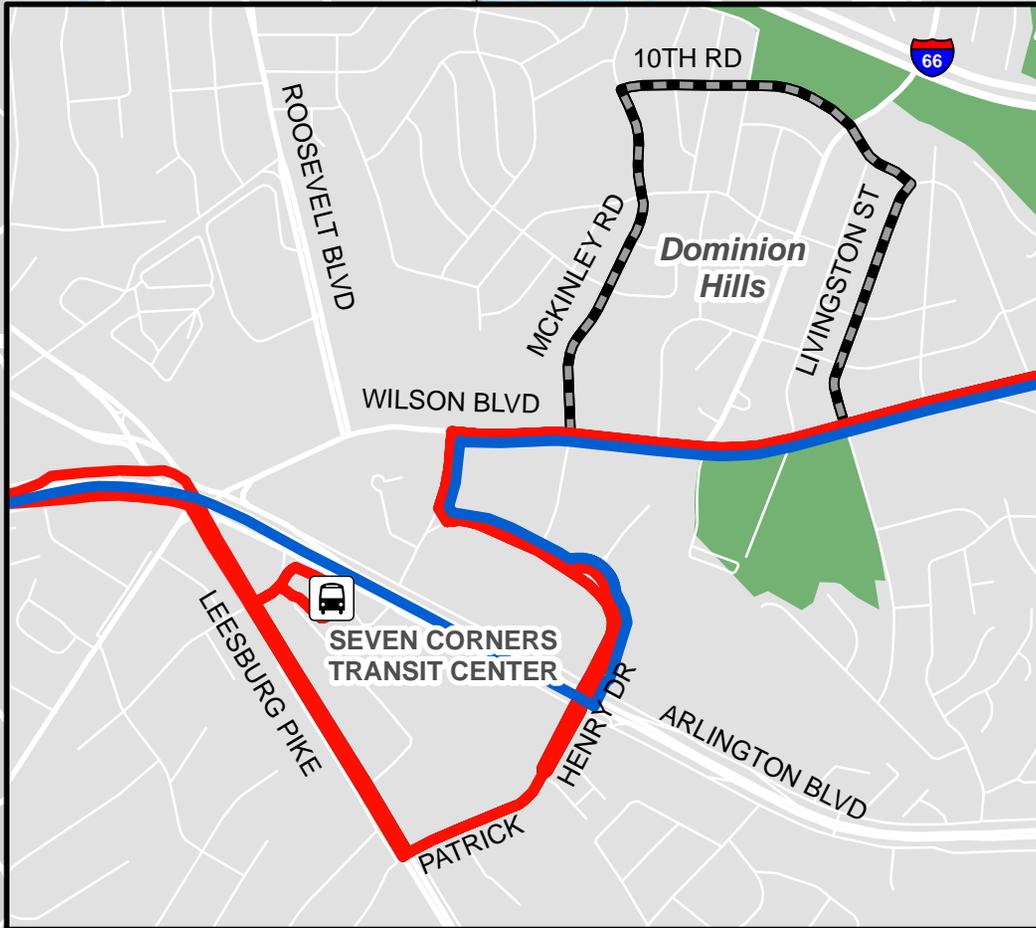
Wilson Boulevard-Vienna Line

Proposed Route Changes

Route 1Z would be discontinued.

Legend

-  Metrorail Stations
-  Rt 1A
-  Rt 1B
-  Rt 1E Discontinued
-  Jurisdictions
-  Roads
-  Parks
-  Water



FAIR OAKS – DUNN LORING LINE, ROUTE 1C

BUDGET

- \$76,000 ADDITION

PROPOSED IMPROVEMENT

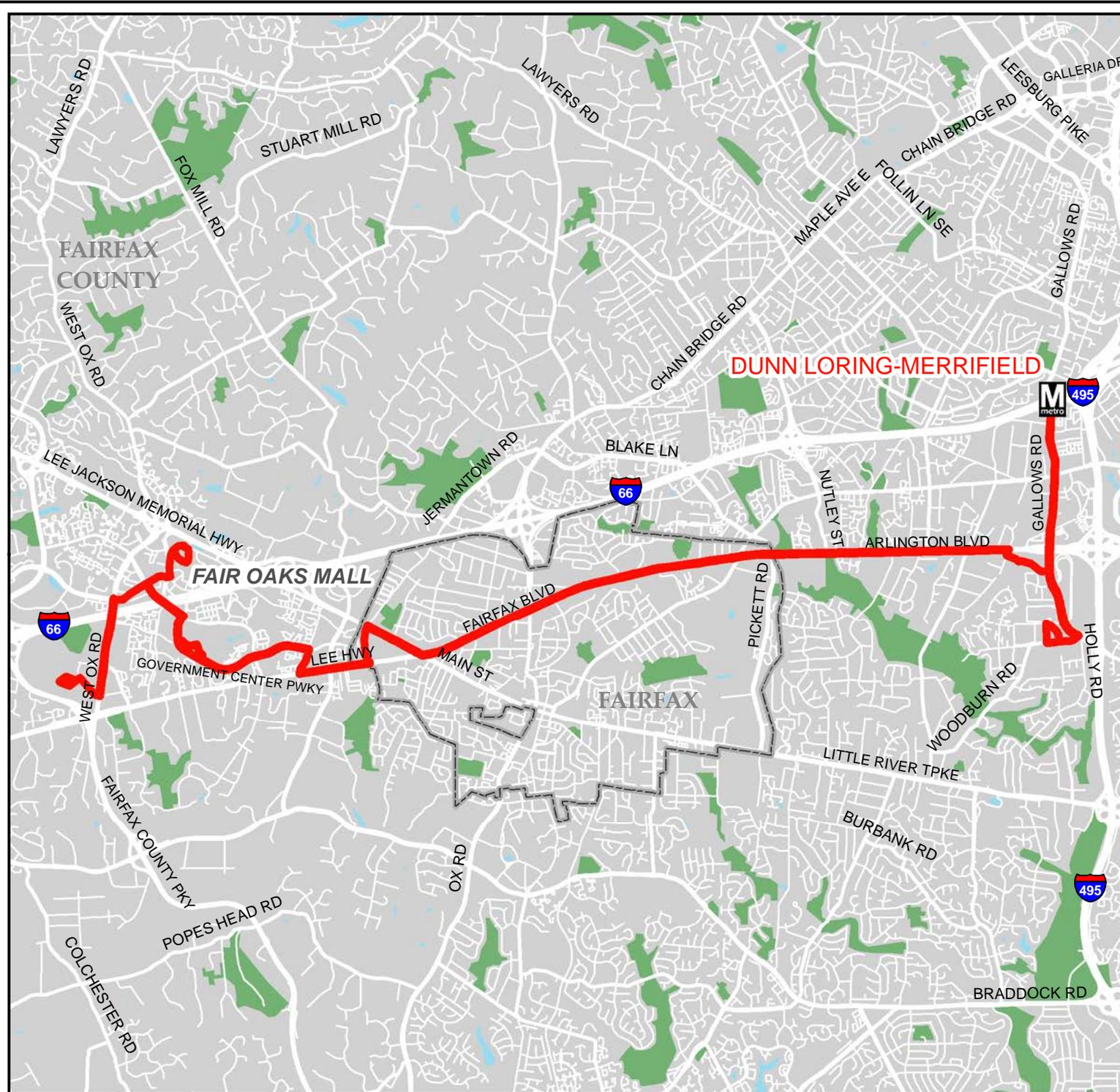
- Add additional time to weekday schedules
- Add additional time to Saturday schedules
- Add additional time to Sunday schedules

REASON FOR CHANGE

- Improved reliability

PERFORMANCE MEASURES

	Eastbound On-Time Performance	Westbound On-Time Performance
Weekday	66%	81%
Saturday	84%	81%
Sunday	76%	57%



1C

**Fair Oaks-Fairfax
Boulevard Line**

**Proposed Reliability
Improvements**

Legend

-  Metrorail Stations
-  Route 1C
-  Roads
-  Jurisdictions
-  Parks
-  Water



FAIR OAKS – JERMANTOWN ROAD LINE, ROUTE 2B

BUDGET

- \$234,000 ADDITION

PROPOSED IMPROVEMENT

- Add Sunday service at 60 minute frequency

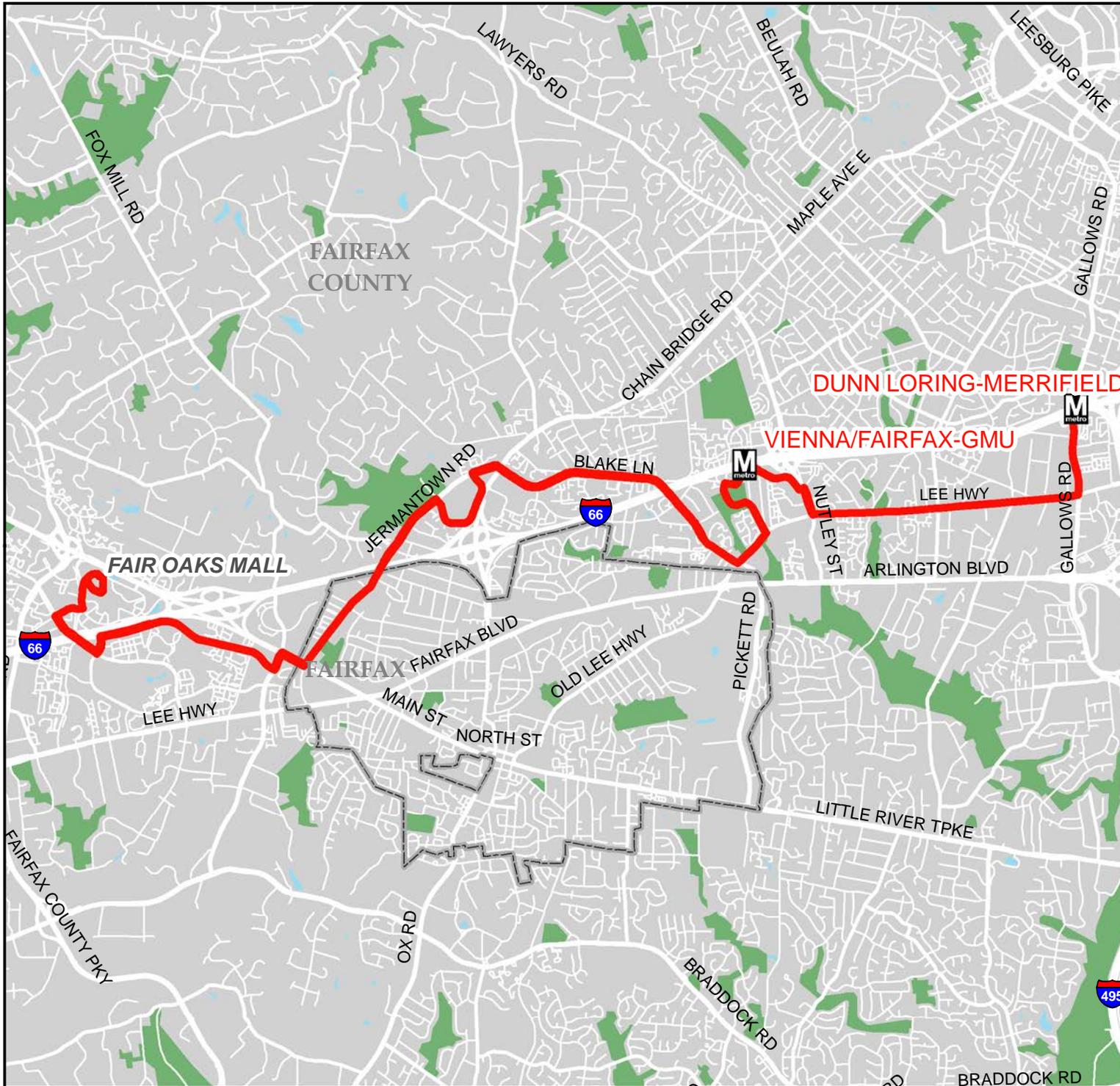
REASONS FOR CHANGE

- Provide additional coverage on Sundays
- Responds to long-standing requests for Sunday service in the Blake Lane-Jermantown Road corridor

PERFORMANCE MEASURES

- Route 1C operates in adjacent area and shows better performance on Sunday than Saturday

Route	Saturday passengers per hour	Sunday passengers per hour
1C	16.1	19.0
2B	14.8	n/a



2B

**Fair Oaks-
Jermantown Road Line**

Proposed
Sunday Service

Legend

-  Metrorail Stations
-  Route 2B
-  Roads
-  Jurisdictions
-  Parks
-  Water



TYSONS CORNER – DUNN LORING LINE, ROUTE 2T

BUDGET

- \$100,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate route 2T on Sundays

ALTERNATIVE SERVICE AVAILABLE

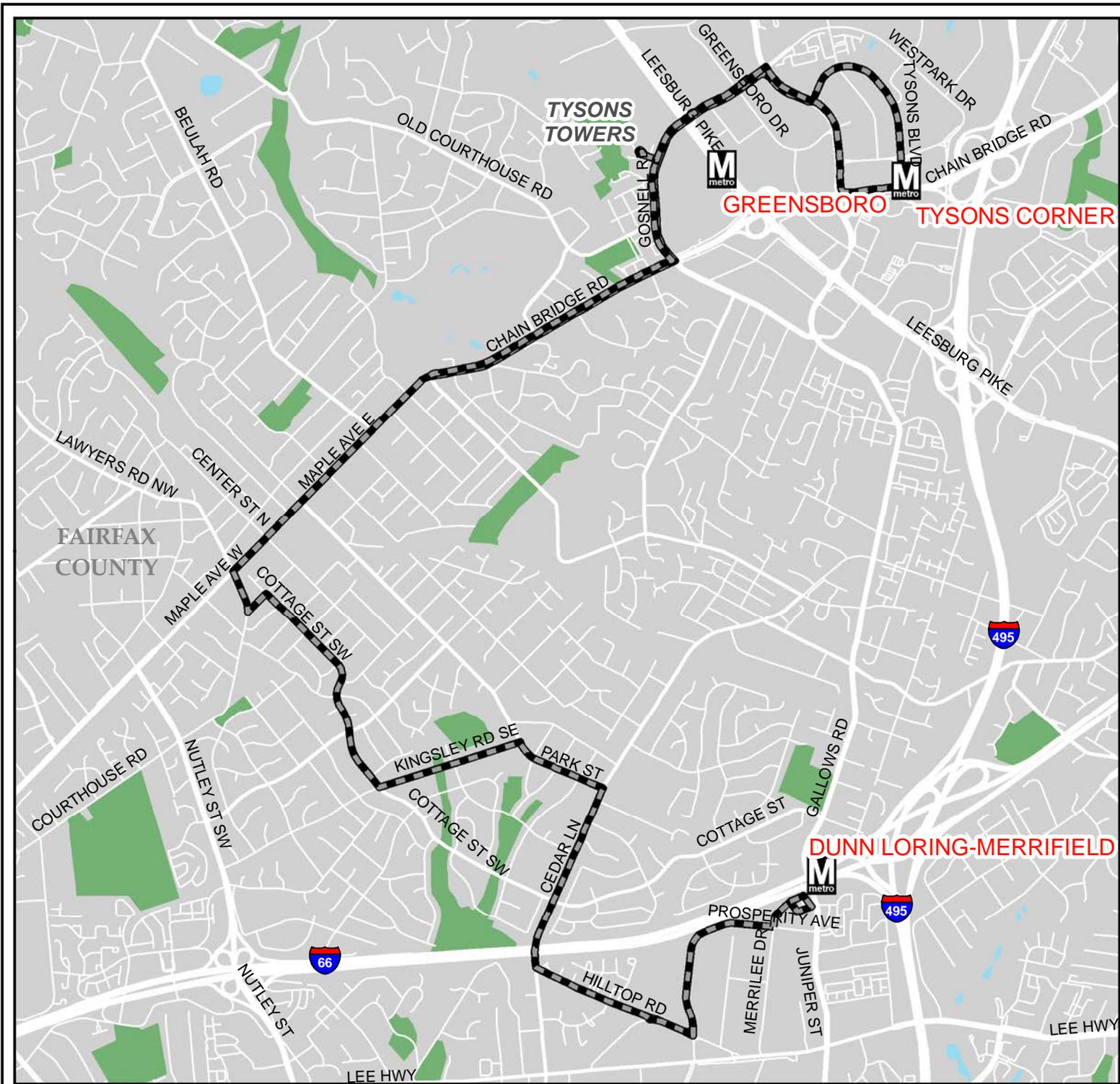
- Fairfax Connector route 463 overlaps much of the service area

REASON FOR CHANGE

- Existing ridership is low on Sundays

PERFORMANCE MEASURES

- Route 2T averages 9.6 passengers per hour on Sundays. Saturday performance is much higher at 20.9 passengers per hour.



2T

**Tysons Corner-
Dunn Loring Line**

**Proposed Elimination
of Sunday Service**

Legend

-  Metrorail Stations
-  Route 2T
-  Roads
-  Jurisdictions
-  Parks
-  Water



LEE HIGHWAY – FALLS CHURCH LINE, ROUTE 3A

BUDGET

- \$2.2M REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate route segment between Rosslyn and East Falls Church stations
- Eliminate Saturday supplemental service between Rosslyn and East Falls Church stations (operates on Columbus Day, Veterans Day, Martin Luther King, Jr. Day, Presidents Day)

ALTERNATIVE SERVICE AVAILABLE

- New ART route 55 will operate between Rosslyn and East Falls Church stations

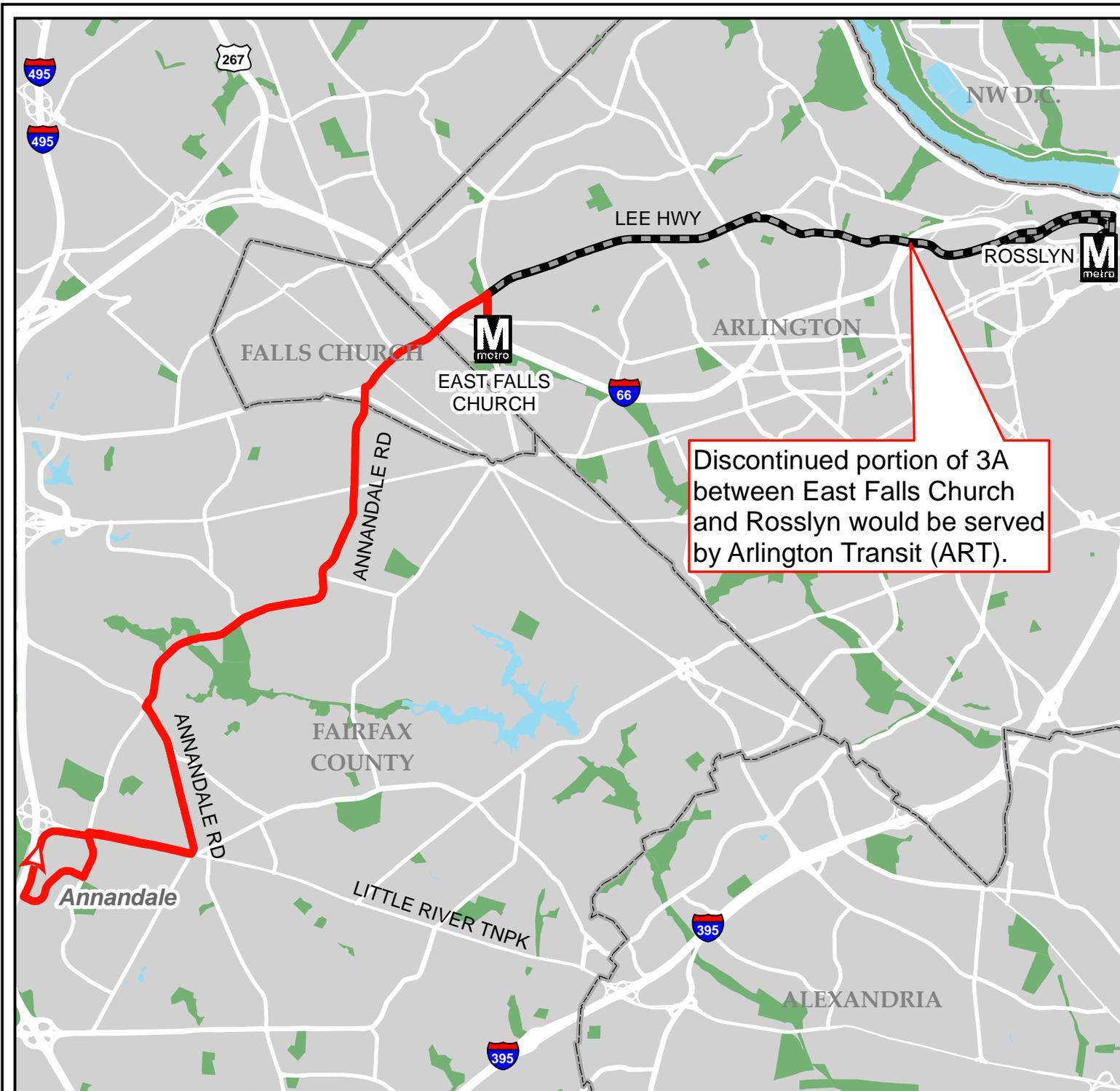
REASON FOR CHANGE

- Requested by Arlington County

PERFORMANCE MEASURES

Segment	Direction	Average Weekday Boardings	Average Weekday Passengers Exiting	Average Boardings per Mile
Annandale to EFC	East (North)	471	291	2.9
EFC to Lee & Quinn	East	819	207	2.9
Rosslyn Area	East	0	740	
EB Total	East	1,290	1,238	2.9
Rosslyn to EFC	West	856	681	2.9
EFC to Annandale	West (South)	319	472	1.9
WB Tptal	West	1,175	1,153	2.5

- Possible through passengers at EFC Eastbound = 180 (14% of EB passengers)
- Possible through passengers at EFC westbound = 175 (15% of WB passengers)



3A

Lee Highway Line

Proposed Route Changes

Legend

-  Metrorail Stations
-  Proposed 3A
-  Discontinued 3A
-  Jurisdictions
-  Roads
-  Parks
-  Water



PIMMIT HILLS – FALLS CHURCH LINE, ROUTE 3T

BUDGET

- \$675,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate segment between West Falls Church and East Falls Church stations

ALTERNATIVE SERVICE AVAILABLE

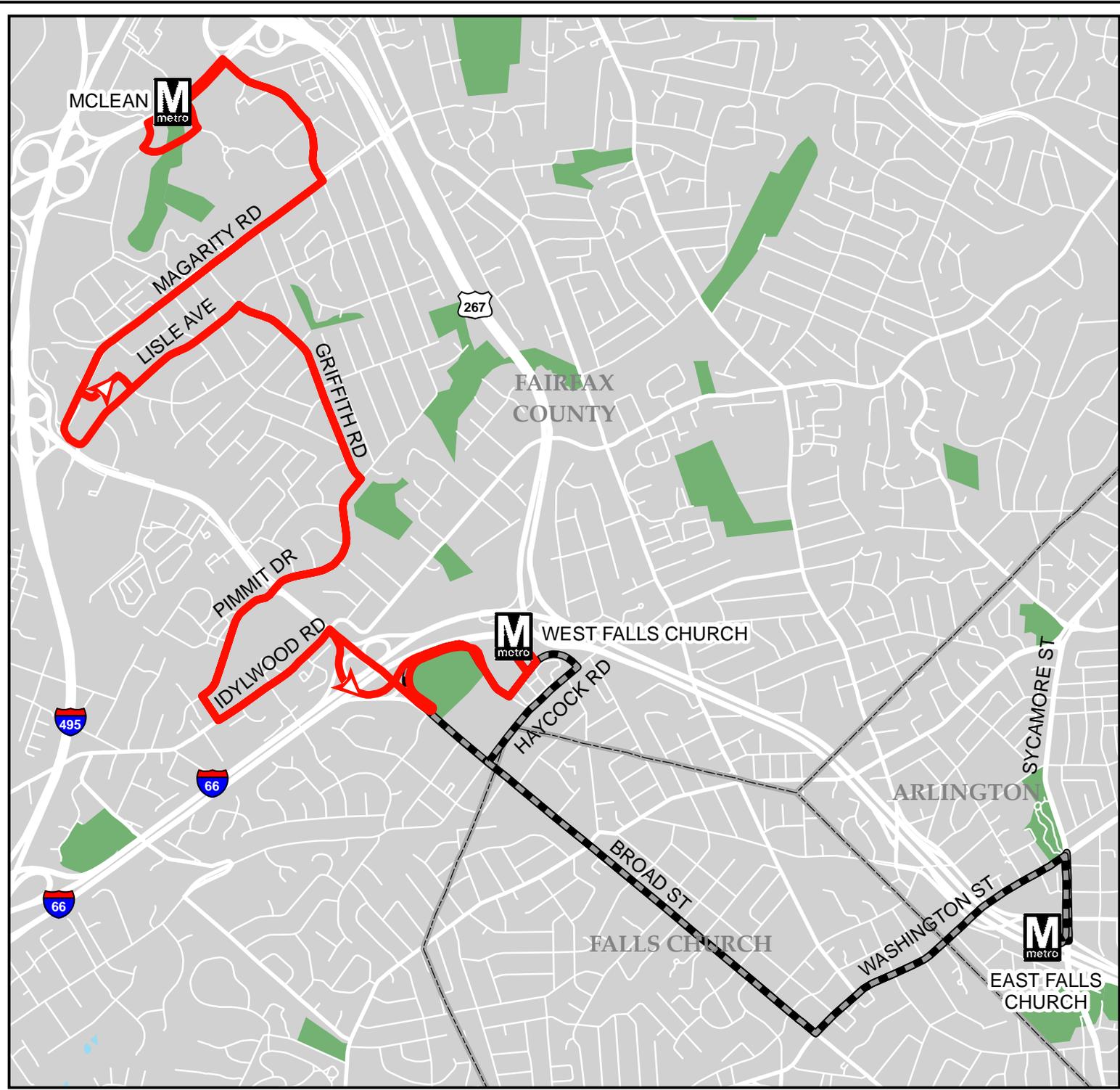
- Route 28A serves stops along Broad Street and connects to the West Falls Church station
- Routes 2A and 3A serve stops on Washington Street and connect to the East Falls Church station

REASON FOR CHANGE

- Existing ridership on the entire route is low, with the section through Falls Church, which is duplicated by other routes, lower than the Pimmit Hills section, which has no other service

PERFORMANCE MEASURES

- 409 average weekday boardings between McLean and West Falls Church Stations for 1.3 passengers per mile
- 325 average weekday boardings between West Falls Church and East Falls Church stations for 1.7 passengers per mile



3T

Pimmit Hills-Falls Church Line

Proposed Route Changes

Legend

-  Metrorail Stations
-  Rt 3T
-  Discontinued 3T
-  Jurisdictions
-  Roads
-  Parks
-  Water



PERSHING DRIVE – ARLINGTON BOULEVARD LINE, ROUTES 4A, 4B

BUDGET

- Cost neutral

ROUTE / SEGMENT ELIMINATION

- Eliminate route 4A on Saturdays, convert existing 4A trips to route 4B which would operate every 40-45 minutes

ALTERNATIVE SERVICE AVAILABLE

- North/south service available at George Mason Drive (22A), Glebe Road (10B, 23B,T, ART 41), and Washington Blvd. (ART 42, ART 77)

REASONS FOR CHANGE

- Existing ridership exclusive to route 4A is low, frequency on both 4A and 4B is minimal, improves frequency on most utilized segments

PERFORMANCE MEASURES

- The portion of the line exclusive to route 4A (Arlington Blvd. east of Park Drive), has 23 eastbound boardings (2.3 per trip,) and 36 westbound boardings (3 per trip).
- Passengers exiting on the same segment average 36 eastbound (3.6 per trip,) and 14 westbound (1.2 per trip.)

4A, 4B

Pershing Dr-Arlington Blvd Line

Proposed Route Changes

Legend

-  Metrorail Stations
-  Rt 4A
-  Rt 4B
-  Roads
-  Jurisdictions
-  Parks
-  Water



Route 4A would be discontinued on Saturdays.



DC - DULLES LINE, ROUTE 5A

BUDGET

- \$2,300,000 REDUCTION

CURRENT SERVICE AREA

- L'Enfant Plaza, Rosslyn, Herndon-Monroe Park-and-Ride, Dulles Airport

ROUTE / SEGMENT ELIMINATION

- All service on Metrobus route 5A would be discontinued.

ALTERNATIVE SERVICE AVAILABLE

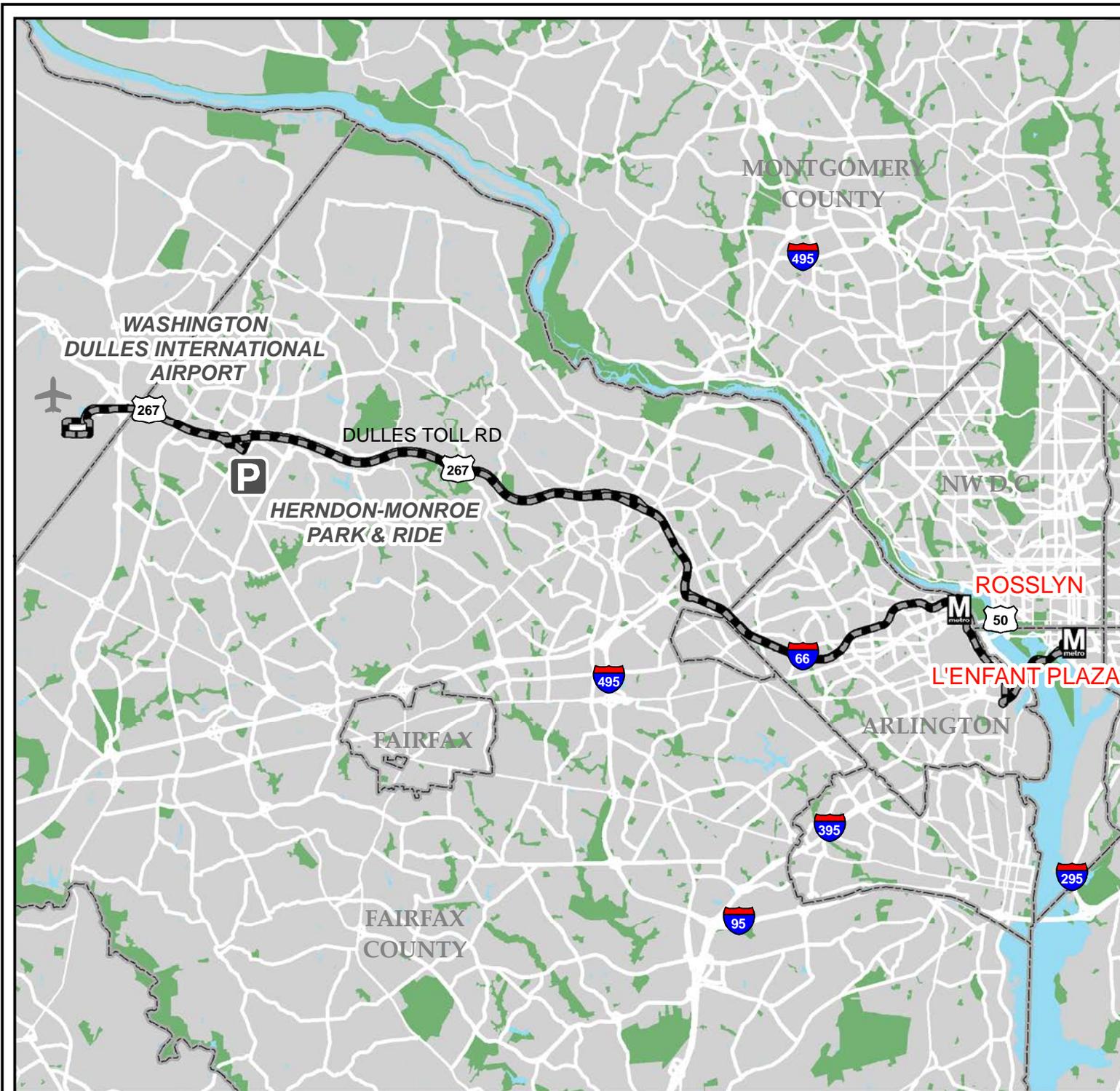
- Fairfax Connector route 981 service from the Wiehle-Reston East Metrorail Silver Line Station.

REASONS FOR CHANGE

- Metrorail's Silver Line has improved connectivity to Dulles Airport and along with Fairfax Connector's route 981, reducing the need for bus service from L'Enfant Plaza and Rosslyn to Dulles Airport.
- Buses currently used to operate this service can be moved to other areas of need.

PERFORMANCE MEASURES

- Ridership on Route 5A has dropped by 100,000 passengers annually (25%) since the opening of the Silver Line. Total ridership for FY15 was 300,000 compared with 400,000 in FY14.



5A

DC-Dulles Line

Proposed Route Elimination

Legend

-  Metrorail Stations
-  Route 5A
-  Roads
-  Jurisdictions
-  Parks
-  Water



LINCOLNIA – NORTH FAIRLINGTON LINE, ROUTE 7A

BUDGET

- \$25,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate route 7A after 1 AM (Friday and Saturday nights)

ALTERNATIVE SERVICE AVAILABLE

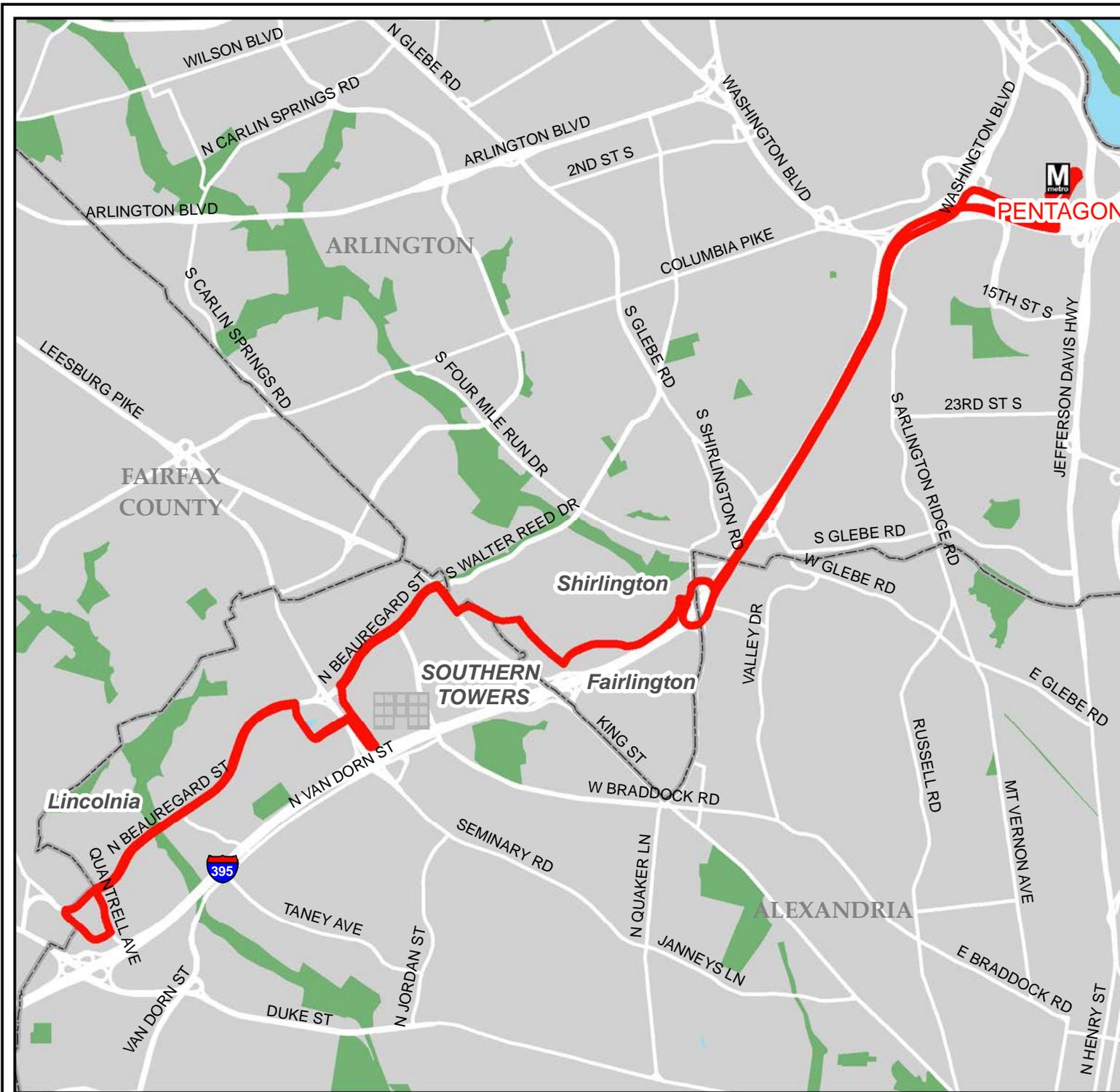
- None

REASONS FOR CHANGE

- Existing ridership after 1 AM on route 7A is low

PERFORMANCE MEASURES

Pentagon Depart Time	Average Friday Ridership	Average Saturday Ridership
130 AM	9	13
230 AM	6	8
330 AM	2	3

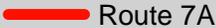


7A

**Lincolnia-North
Fairlington Line**

**Proposed Elimination
of Late Night Trips**

Legend

-  Metrorail Stations
-  Route 7A
-  Roads
-  Jurisdictions
-  Parks
-  Water



LINCOLNIA – PARK CENTER – PENTAGON LINE, ROUTE 7H, 7X

BUDGET

- \$50,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate route 7H entirely
- Eliminate segment on route 7X between Lincolnia Road and Arbor Park

ALTERNATIVE SERVICE AVAILABLE

- Route 29C provides alternative service between Little River Turnpike and Oasis Drive and the Pentagon (Route 7H)
- Route 29G provides alternative service to Little River Turnpike and Southland Avenue (Arbor Park, Route 7X)

REASONS FOR CHANGE

- Existing ridership on route 7H is low, this route was added as a reverse-commute service a number of years ago using JARC funding
- Existing ridership on route 7X to/from Arbor Park is low

PERFORMANCE MEASURES

- Average total weekday 7H boardings are 6 northbound and 7 southbound, all but 1 boarding each direction is still served by route 29C.
- Each 7X trip averages 3 passengers per trip in Arbor Park

7H, 7X

Lincolnia-Park Center Pentagon Line

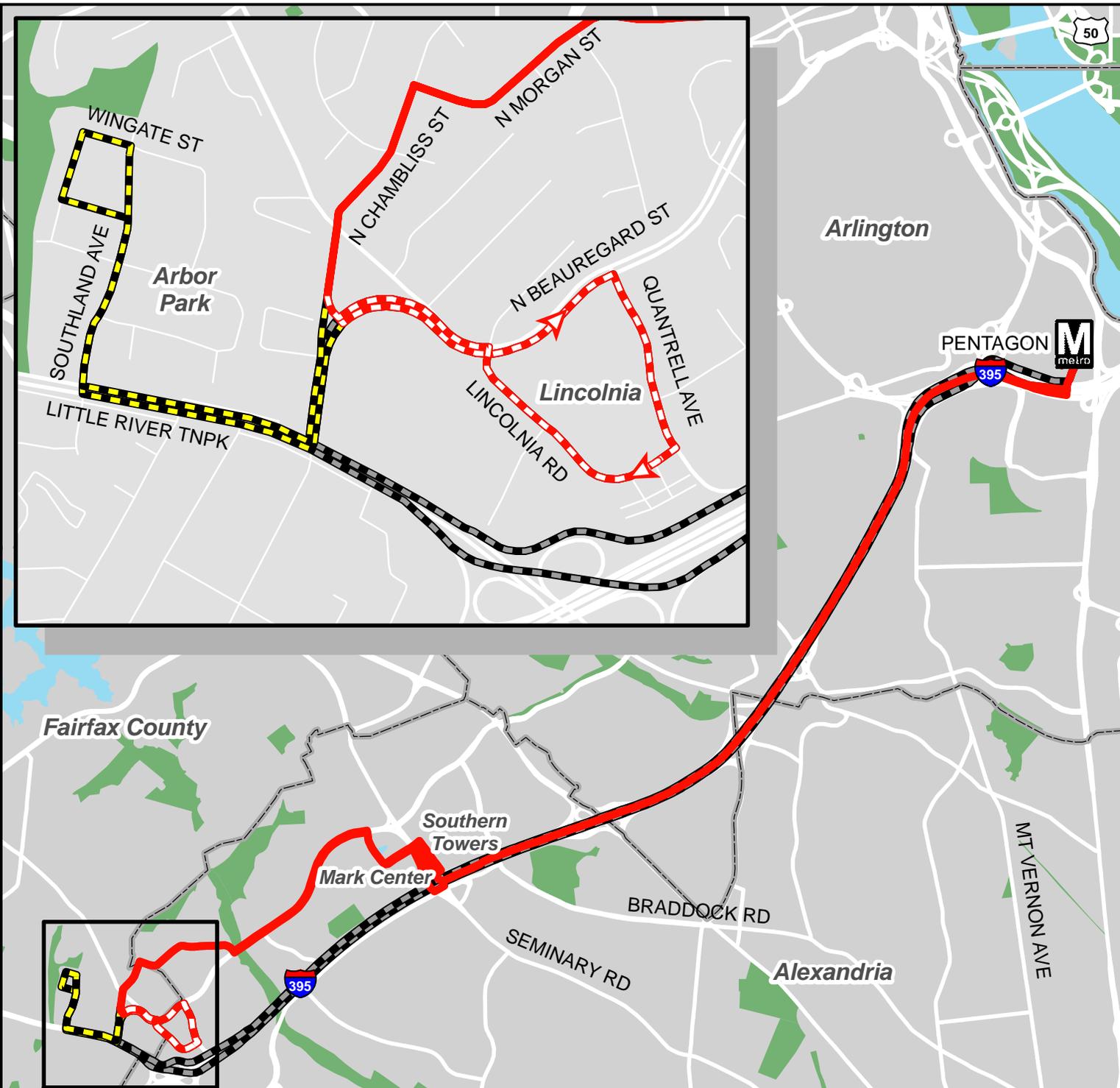
Proposed Route Changes

Legend

-  Metrorail Stations
-  Rt 7X
-  Proposed 7X
-  Discontinued 7X
-  Discontinued 7H
-  Jurisdictions
-  Roads
-  Parks
-  Water



0 0.25 0.5 1 Miles



LINCOLNIA – NORTH FAIRLINGTON LINE, ROUTE 7Y

BUDGET

- \$190,000 REDUCTION (OPTION 1)
- \$220,000 REDUCTION (OPTION 2)
- Cost neutral (OPTION 3)

PROPOSED SERVICE OPTIONS

- 1) Eliminate service between 18th & I Streets, NW and Convention Center (9th Street & New York Avenue, NW)
- 2) Terminate alternating trips in the District, bypassing the Pentagon. Terminate remaining trips at the Pentagon.
- 3) Reroute service via 14th Street Bridge to access the District. Operate via 14th Street, H/I or K Streets, and 18th/19th Streets to/from the Potomac Park/State Department area.

NOTE: Any combination of options could be implemented based on public comment, which would result in a different budget impact from those listed above.

ALTERNATIVE SERVICE AVAILABLE

- Metrorail Yellow and Blue lines between Pentagon and downtown stations
- MetroExtra 16X between Pentagon, Smithsonian, Archives and Federal Triangle stations
- Proposed extension of D4 between the Potomac Park area, Farragut Square and Convention Center

REASONS FOR CHANGE

- Option 1 eliminates the low productive segment of downtown routing between Farragut Square and Convention Center
- Option 2 improves travel times between Virginia and the District by bypassing the Pentagon Transit Center (estimated savings of five to seven minutes per trip)
- Option 3 improves travel times between Virginia and the District by using the 14th Street Bridge instead of the more circuitous routing via Roosevelt Bridge (estimated savings of five to seven minutes per trip between the Pentagon and the first/last stops in D.C. at 14th & C Streets, SW). However, this alternative would result in a longer ride for passengers destined to the Potomac Park/State Department area (Constitution Avenue, 18th/19th Streets, NW).

PERFORMANCE MEASURES

- Approximately 1,500 daily riders use route 7Y. Of these, 504 (34 percent) are Virginia-only riders transferring at the Pentagon to/from Metrorail or other buses and 996 (66 percent) have trips starting or ending in the District.
- Of the 996 District-bound riders, 464 (47 percent) board or exit at the Pentagon
- 250 (26 percent) of the District-bound riders use the stops at Constitution Avenue & 21st/22nd Streets (closest stops to the State Department)
- 129 District riders (13 percent) use 7Y stops between McPherson Square and Convention Center



7Y

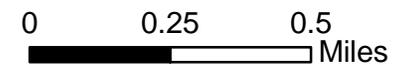
Lincolnia-North Fairlington Line

Proposed Route Changes

OPTION 1

Legend

-  Metrorail Stations
-  Route 7Y
-  Discontinued Routing
-  Jurisdictions
-  Roads
-  Parks
-  Water





7Y

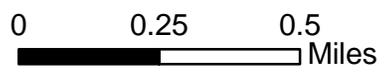
Lincolnia-North Fairlington Line

Proposed Route Changes

OPTION 3

Legend

-  Metrorail Stations
-  Route 7Y
-  Proposed Routing
-  Discontinued Routing
-  Jurisdictions
-  Roads
-  Parks
-  Water



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HUNTINGTON - PENTAGON LINE, ROUTE 9A

BUDGET

- \$2,025,000 REDUCTION

RESTRUCTURE SERVICE

- Eliminate route 9A by restructuring route 10A to cover most portions of the route

ROUTE / SEGMENT ELIMINATION

- No coverage would be provided on Jefferson Davis Highway between East Glebe Road and South Glebe Road
- No Metrobus coverage would be provided on Powhatan Street

ALTERNATIVE SERVICE AVAILABLE

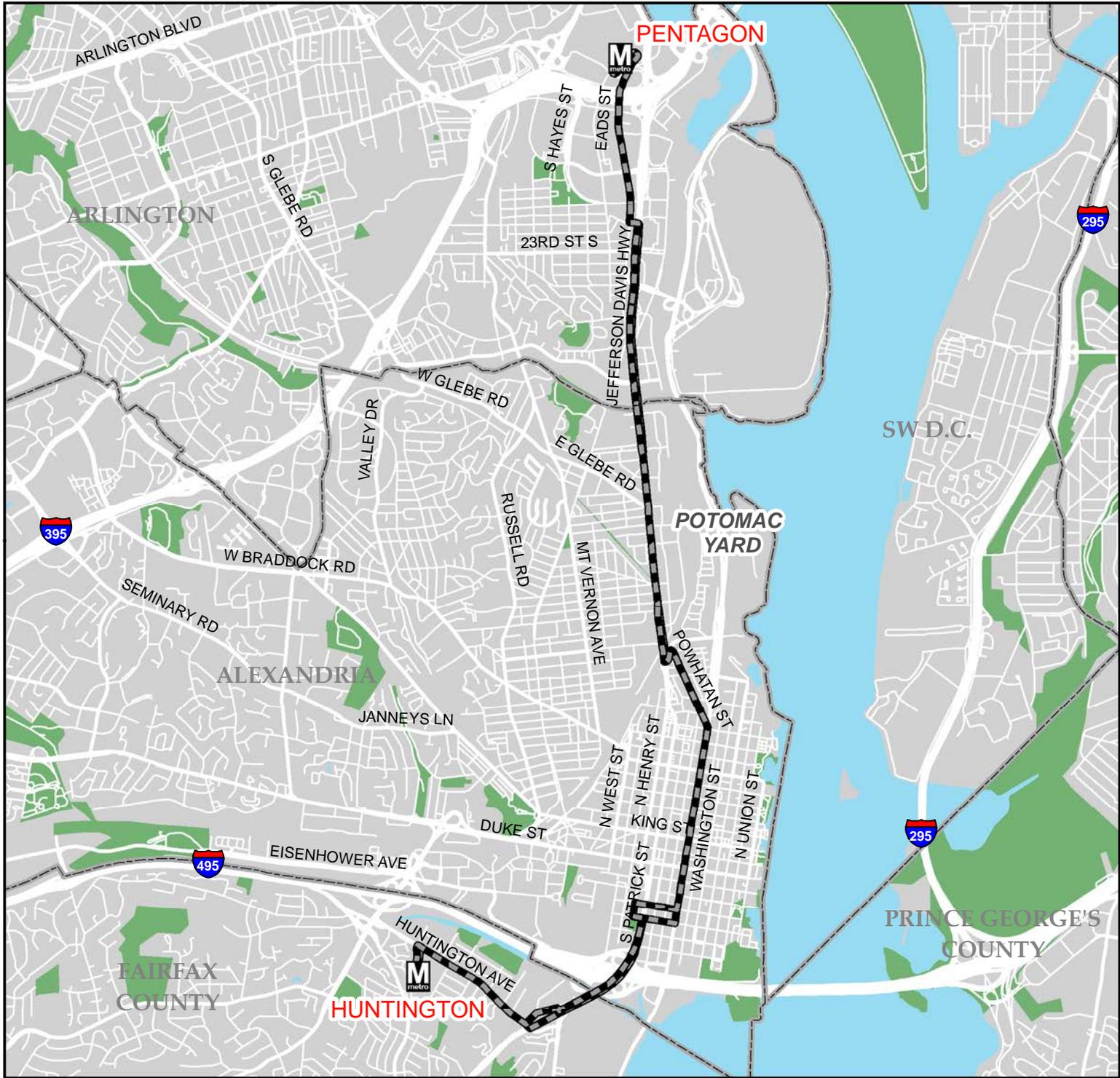
- Metroway covers many portions of the route north of Jefferson Davis Highway and Slaters Lane
- DASH route AT2 provides coverage on Powhatan Street south of Basford Lane, DASH route AT4 provides coverage at Slaters Lane and Powhatan Street
- Metroway short trips could provide alternate service at Jefferson Davis Highway and Reed Avenue during peak periods once the City of Alexandria completes a reconfiguration of the intersection

REASONS FOR CHANGE

- Existing ridership is low
- Extremely frequent Metroway service duplicates a significant portion of the route. Routes 10A and 10B duplicate other portions of the route.

PERFORMANCE MEASURES

- Average weekday boardings northbound are 18.3 passengers per trip
- Average weekday boardings southbound are 16.7 passengers per trip
- Average weekday boardings northbound at Jefferson Davis Highway and Reed / Evans is 99 (47 peak-period), and passengers exiting are 85 (42 peak-period). There are 42 daily trips northbound.
- Average weekday boardings southbound at Jefferson Davis and Reed / Evans is 56 (23 peak-period), and passengers exiting are 84 (32 peak-period). There are 39 daily trips southbound.
- Average weekday boardings northbound on Powhatan Street are 41 and passengers exiting are 37
- Average weekday boardings southbound on Powhatan Street are 31 and passengers exiting are 34



9A

Huntington-Pentagon Line

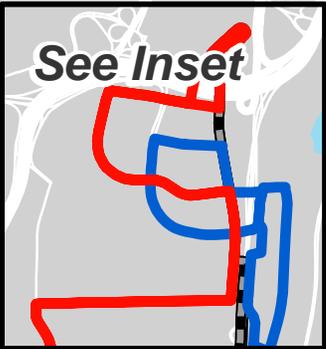
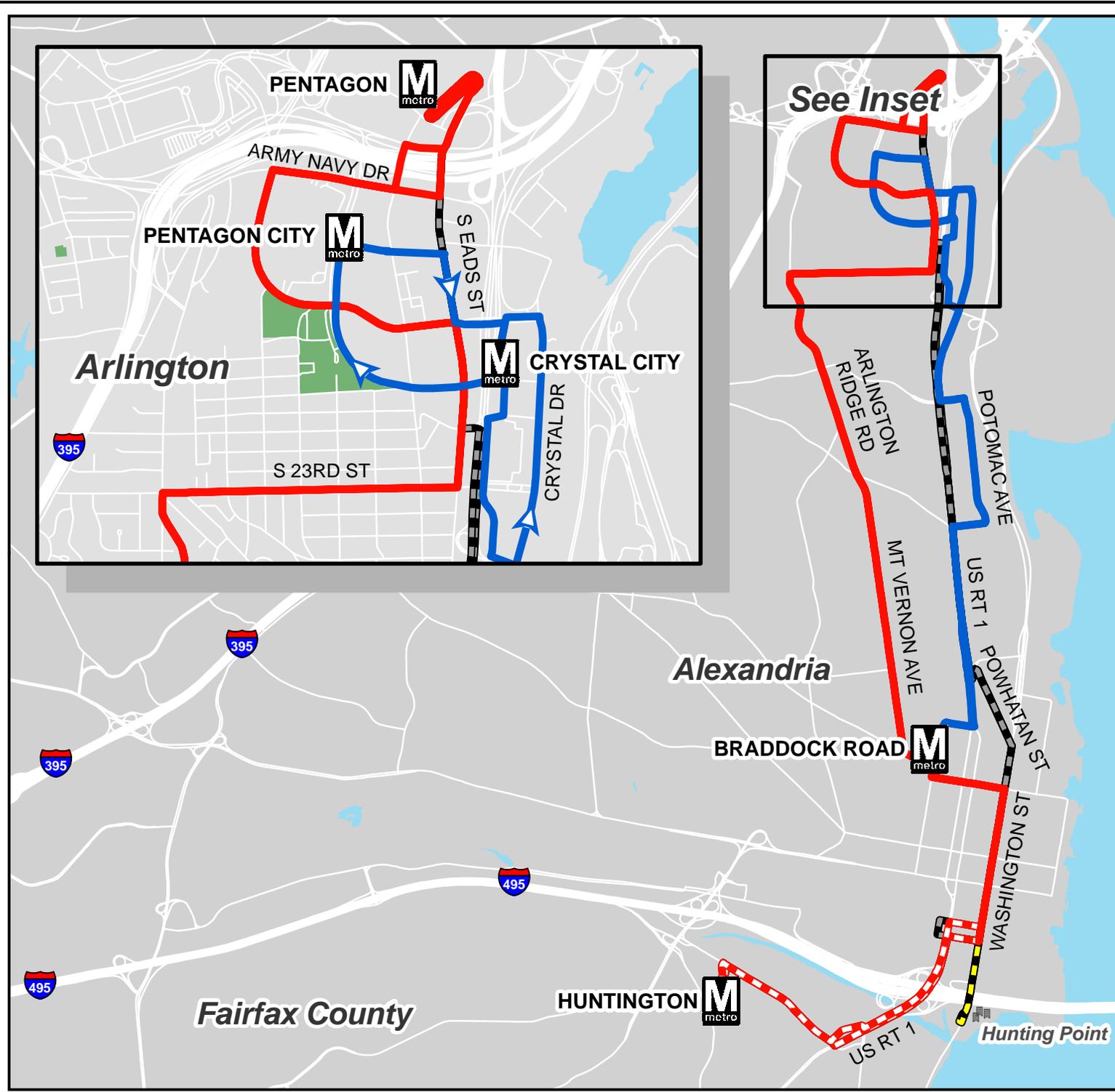
Proposed Route Elimination

Legend

-  Metrorail Stations
-  Route 9A
-  Roads
-  Jurisdictions
-  Parks
-  Water



Service Coverage along US 1 corridor after SOGO FY16 Service Changes



Legend

- Rt 10A
- - - Rt 10A Extension
- Discontinued 10A
- Metroway
- Rt 9A Discontinued
- Roads
- Parks
- Water



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HUNTING POINT - PENTAGON LINE, ROUTES 10A, 10R, 10S

BUDGET

- \$112,000 REDUCTION
- \$687,000 ADDITION
- \$575,000 NET INCREASE

RESTRUCTURE SERVICE

- Modify route 10A to no longer serve Hunting Point and extend service to Huntington Station to replace route 9A (budget addition)

ROUTE / SEGMENT ELIMINATION

- Eliminate routes 10R and 10S, convert 10R trips to 10A trips (budget reduction)

ALTERNATIVE SERVICE AVAILABLE

- ART route 43 provides service between Crystal City and Rosslyn
- Route 10B and DASH route AT3 provide service between Hunting Point and Braddock Road station

REASONS FOR CHANGE

- Route 10A extension to Huntington replaces service proposed to be eliminated on route 9A. Hunting Point would still be adequately served by route 10B and DASH route AT3.
- Routes 10R and 10S have not attracted adequate ridership to/from Rosslyn to justify the resources required to provide the service

PERFORMANCE MEASURES

- Weekday boardings between Hunting Point and Washington & Franklin Streets are 47 passengers on route 10A and 20 passengers on route 10R
- Passengers exiting on weekdays between Washington & Gibbon Streets and Hunting Point are 45 passengers on route 10A and 17 passengers on route 10R
- Passengers exiting on weekdays on route 10R in the AM peak period in Rosslyn are 57 passengers over 5 trips, or 11.4 passengers per trip
- Weekday boardings on route 10R in the PM peak period in Rosslyn are 54 passengers over 5 trips, or 10.8 passengers per trip

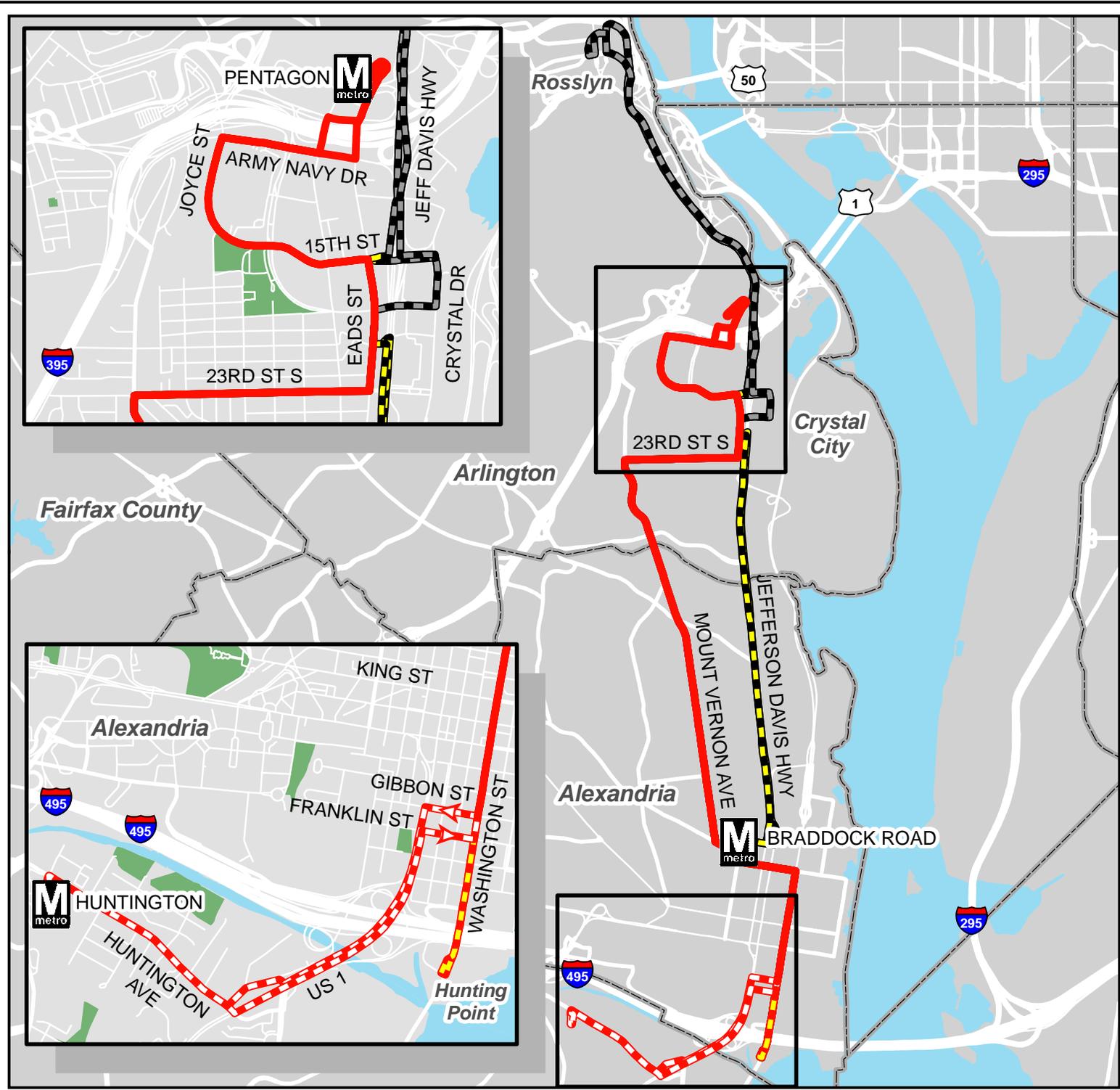
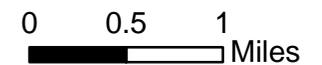
10A, 10R, 10S

Hunting Point-Pentagon Line

Proposed Route Changes

Legend

- Rt 10A
- Proposed Rt 10A
- Discontinued 10A, 10R
- Discontinued 10R, 10S
- Discontinued 10S
- Jurisdictions
- Roads
- Water



HUNTING POINT – BALLSTON LINE, ROUTE 10B

BUDGET

- \$940,000 ADDITION (weekday)
- \$234,000 ADDITION (Sunday)

PROPOSED IMPROVEMENT

- Improve weekday frequency from every 30 minutes to every 15 minutes
- Improve Sunday frequency from every 60 minutes to every 30 minutes

REASON FOR CHANGE

- Route 10B connects several key activity centers in Arlington and Alexandria. Improving service between these activity centers will help more people choose transit-oriented lifestyles.

PERFORMANCE MEASURES

Weekday Virginia Base Service

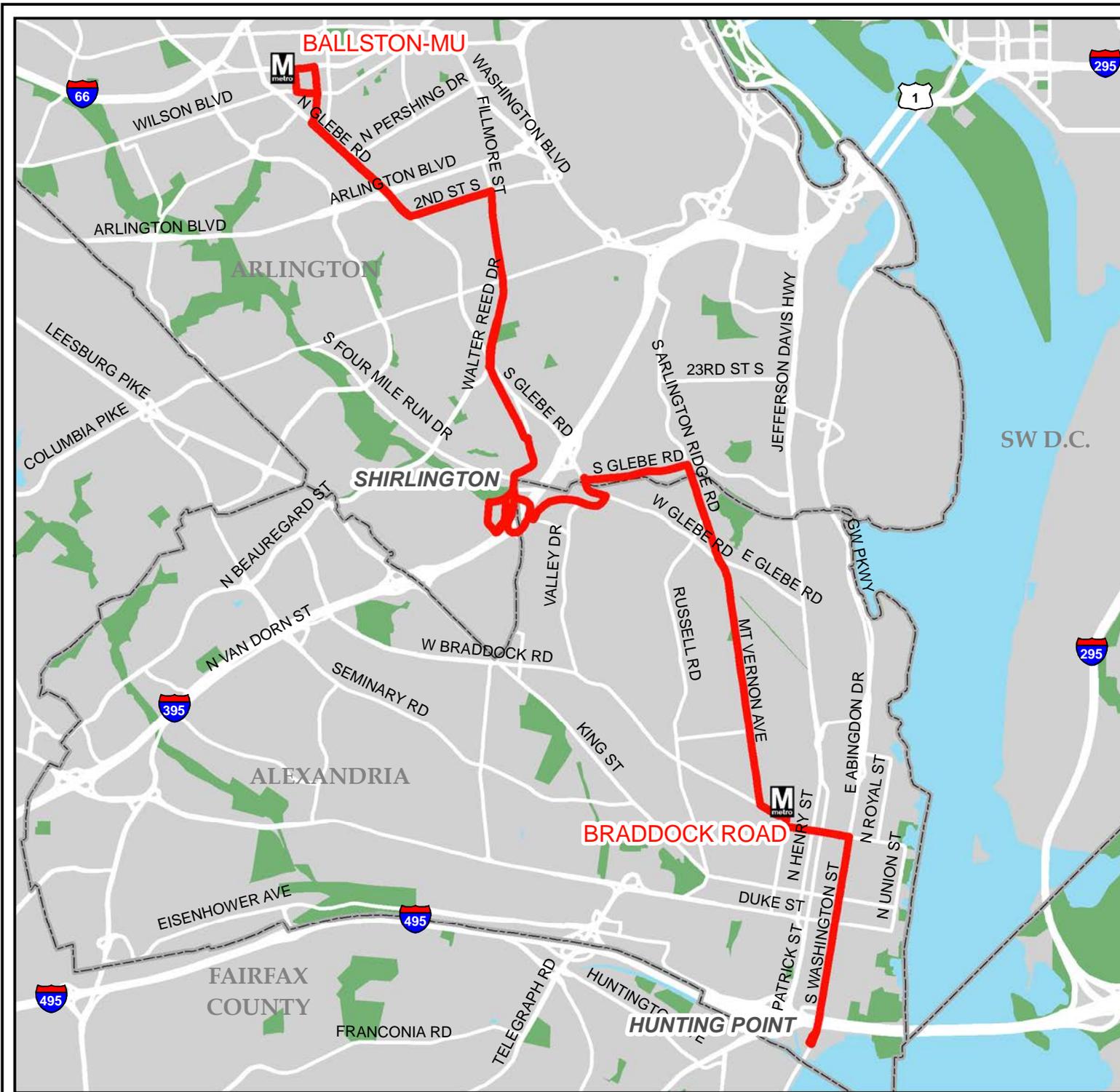
Route	Weekday passengers per hour	Weekday peak frequency	Weekday off-peak frequency
16G,H,K	42.1	6	15
16A,B,E,J,P	41.4	10	15
7A,F,Y	37.0	7	20
38B	33.8	12	20
28A	33.3	20	20
29K,N	33.1	30	30
2A	31.5	15	30
1A,B,E,Z	31.2	10	30
REX	29.6	12	30
10A,E,R,S	28.2	12	30
10B	27.8	30	30
3A	27.4	12	30
23A,B,T	26.5	12	30 ¹
25B	23.8	30	60
4A,B	22.5	12	30
9A	22.0	30	30
22A,B,C,F	21.5	10	30
26A	21.2	30 ¹	60

¹ – Proposed for improvement, see 26A proposal

Sunday Virginia Base Service

Route	Sunday passengers per hour	Sunday frequency
16G,H,K	45.8	30
16A,B,E,J,P	40.5	30
28A	36.0	30
10A,E,R,S	29.8	60
1A,B,E,Z	28.8	30
7A,F,Y	28.4	40
REX	26.1	60
38B	25.7	30
2A	25.5	60
10B	24.6	60
4B	24.4	70
23A,B,T	23.7	60 ¹
3A	20.9	60
9A	20.1	40
29K,N	16.3	60 (30) ¹
22A,B,C,F	9.9	60

¹ – Proposed for improvement, see 23A,B,T, and 29N proposals



10B

Hunting Point-Ballston Line

Proposed Frequency Improvements

Legend

-  Metrorail Stations
-  Route 10B
-  Roads
-  Jurisdictions
-  Parks
-  Water



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CHAIN BRIDGE ROAD LINE, ROUTES 15K, 15L

BUDGET

- \$93,000 ADDITION

PROPOSED IMPROVEMENT

- Add additional time to weekday schedules

REASONS FOR CHANGE

- Improved reliability

PERFORMANCE MEASURES

	Eastbound On-Time Performance	Westbound On-Time Performance
15K	67%	69%
15L	62%	n/a



15K,L

Chain Bridge Road Line

Proposed Reliability Improvements

Legend

-  Metrorail Stations
-  Route 15K
-  Route 15L
-  Roads
-  Jurisdictions
-  Parks
-  Water



GEORGE MASON UNIVERSITY – TYSONS CORNER LINE, ROUTE 15M

BUDGET

- \$750,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate service

ALTERNATIVE SERVICE AVAILABLE

- Route 2T provides service to some stops as well as Fairfax Connector routes 463 and 466 plus City of Fairfax CUE bus service

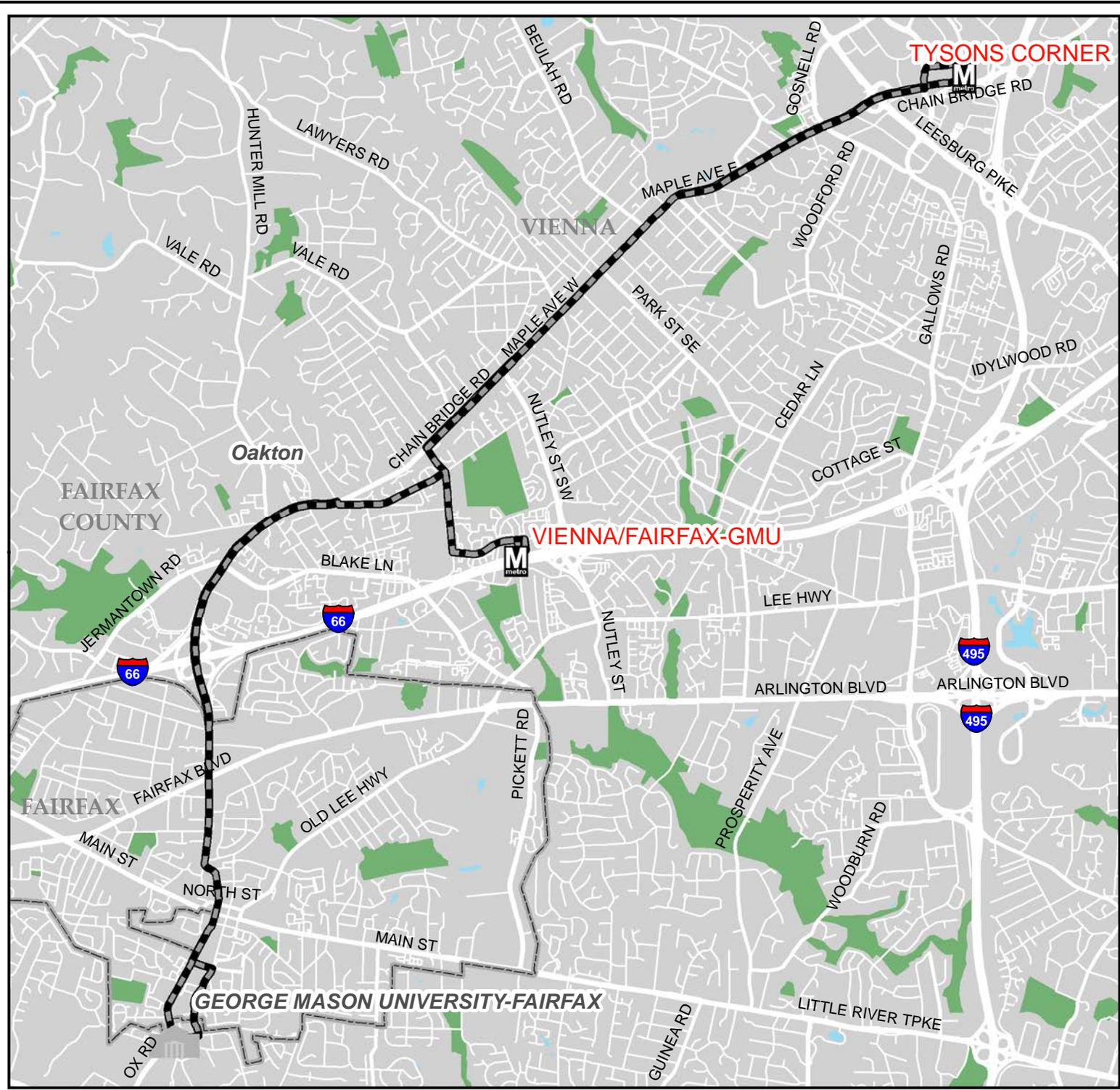
REASON FOR CHANGE

- Existing ridership is low and most stops served by route 15M are served by other bus routes. Some existing passengers may be required to transfer at Vienna station.

PERFORMANCE MEASURES

- 60 weekday northbound passengers ride through Vienna station out of a total of 147 passengers (41%)
- 53 weekday southbound passengers ride through Vienna station out of a total of 134 passengers (40%)

Metrobus Productivity Measure	Route 15M performance	Metrobus Standard
Average Weekday Ridership	265	468
Cost Recovery	7.38%	15.88%
Subsidy per Rider	\$13.68	\$4.80
Riders per Trip	8.8	11.2
Riders per Revenue Mile	0.8	1.3



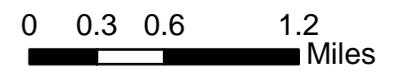
15M

GMU-Tysons Corner Line

Proposed Route Elimination

Legend

-  Metrorail Stations
-  Schools
-  Route 15M
-  Roads
-  Jurisdictions
-  Parks
-  Water



COLUMBIA HEIGHTS WEST – PENTAGON CITY LINE, ROUTE 16H

BUDGET

- \$125,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate route segment between Pentagon City and Crystal City stations

ALTERNATIVE SERVICE AVAILABLE

- New Metroway service between Pentagon City and Crystal City stations will start on December 13, 2015

REASON FOR CHANGE

- Frequent Metroway service will provide connectivity to Crystal City

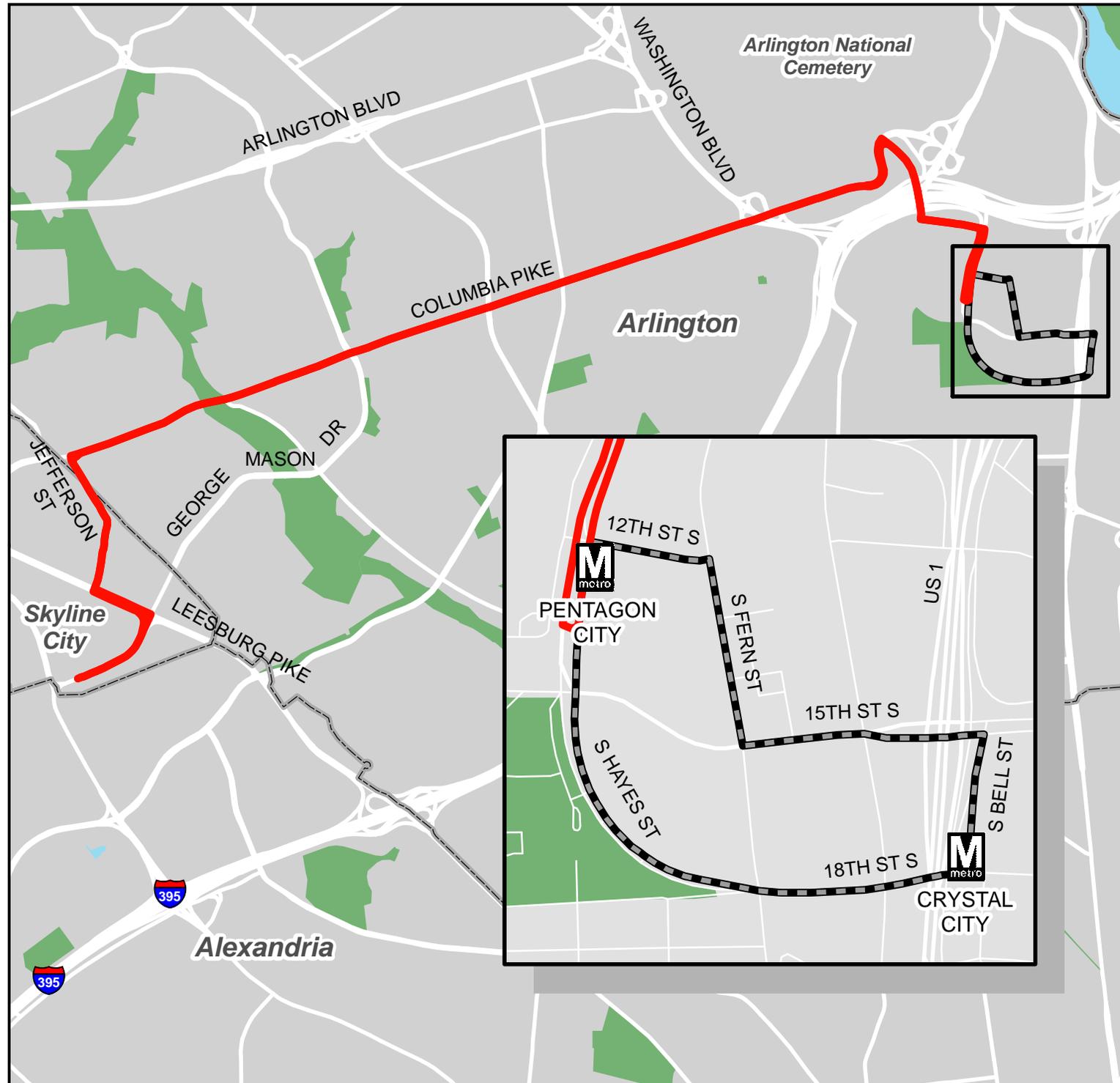
PERFORMANCE MEASURES

- 69 weekday eastbound passengers exit at Crystal City out of a total of 403 passengers (17%)
- 38 weekday westbound passengers board at Crystal City out of a total of 381 passengers (10%)

16H

Columbia Heights West-Pentagon City Line

Proposed Route Changes



Legend

- Metrorail Stations
- Rt 16H
- Discontinued Routing
- Jurisdictions
- Roads
- Parks
- Water

0 0.2 0.4 0.8 Miles

COLUMBIA PIKE – FEDERAL TRIANGLE LINE, ROUTE 16X

BUDGET

- \$81,000 ADDITION

PROPOSED IMPROVEMENT

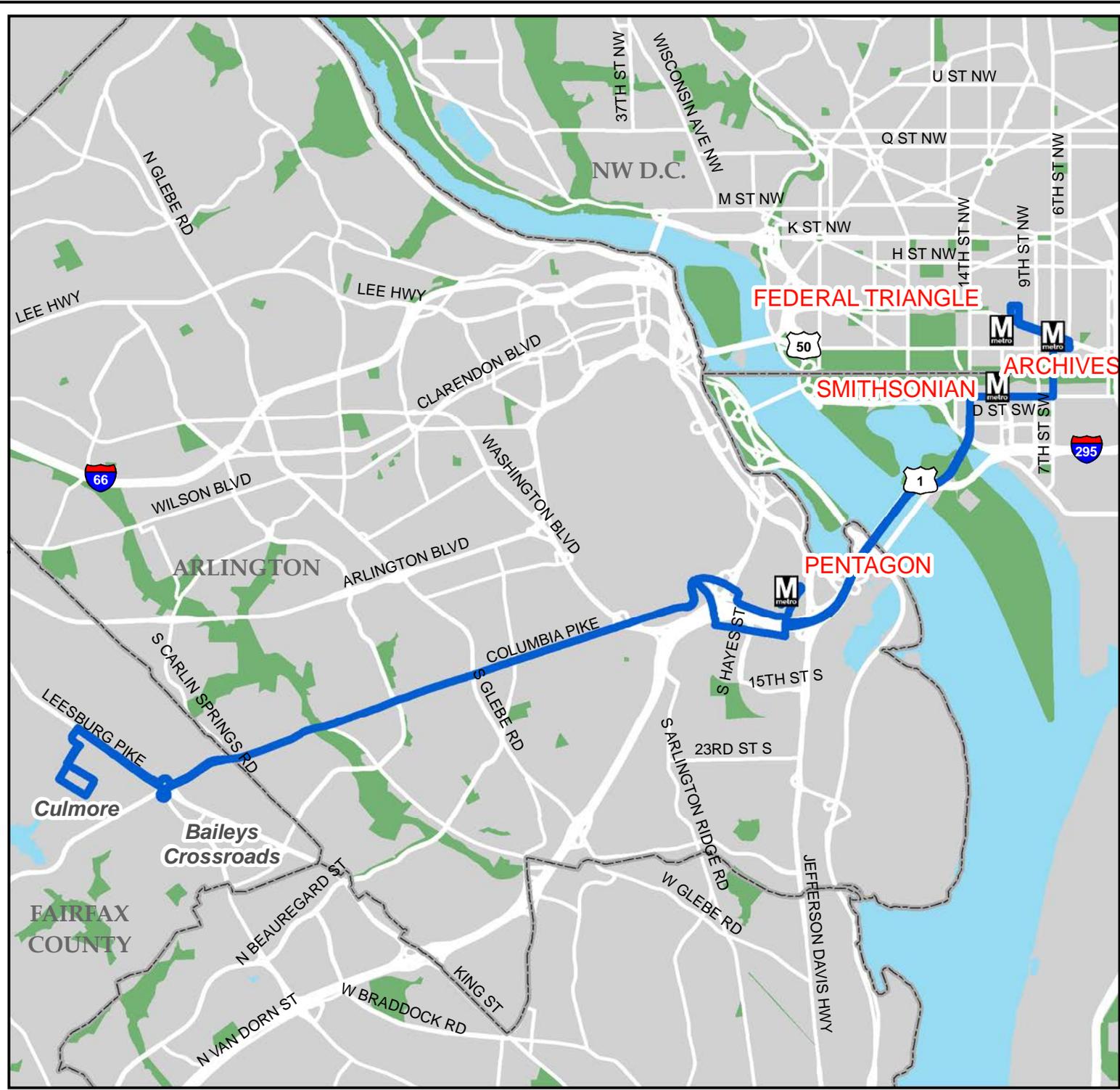
- Start 1 additional eastbound AM peak period trip in Culmore
- Extend 3 westbound PM peak period trips from Pentagon to Culmore

REASONS FOR CHANGE

- Ridership on route 16X continues to increase
- Respond to requests for earlier and later service to/from Culmore

PERFORMANCE MEASURES

- Route 16X averages 39.4 passengers per hour



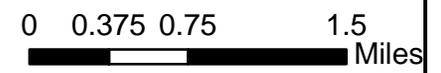
16X

**Columbia Pike-
Federal Triangle Line**

**Proposed Additional
Service**

Legend

-  Metrorail Stations
-  Route 16X
-  Roads
-  Jurisdictions
-  Parks
-  Water



SPRINGFIELD LINE, ROUTES 18E, 18F

BUDGET

- \$500,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate service

ALTERNATIVE SERVICE AVAILABLE

- Route 21D would be extended to provide service to Bren Mar Park
- Fairfax Connector routes 321 and 322 provide service connecting to the Van Dorn Street and Franconia-Springfield stations

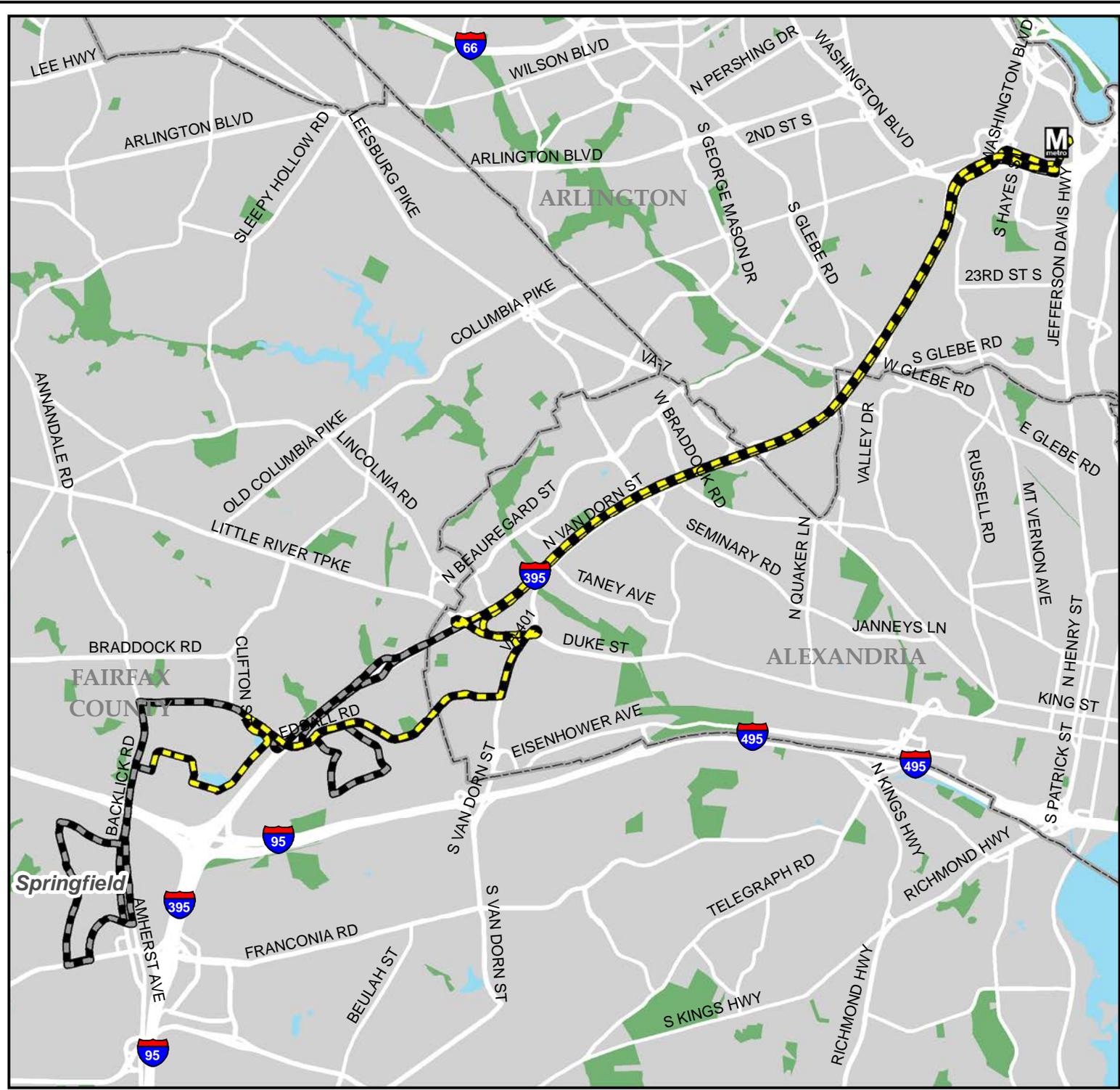
REASONS FOR CHANGE

- Existing ridership is low and 18E, 18F fail most Metrobus productivity measures

PERFORMANCE MEASURES

- 49 weekday northbound passengers ride from Bren Mar Park out of 79 passengers (62%)
- 41 weekday southbound passengers ride to Bren Mar Park out of a total of 65 passengers (63%)

Metrobus Productivity Measure	Routes 18E and 18F performance	Metrobus Standard
Average Weekday Ridership	167	468
Subsidy per Rider	\$11.92	\$4.80
Riders per Trip	9.2	11.2
Riders per Revenue Mile	0.7	1.3



18E, F

Springfield Line

Proposed Line Elimination

Legend

-  Metrorail Stations
-  Route 18E
-  Route 18F
-  Roads
-  Jurisdictions
-  Parks
-  Water



LANDMARK – PENTAGON LINE, ROUTES 21A, 21D

BUDGET

- \$350,000 ADDITION

PROPOSED SERVICE OPTIONS

- 1) Restructure existing service
 - Start route 21D at Landmark Mews (Stevenson Avenue, west of Yoakum Parkway) and operate via Whiting Street, Edsall Road, Bren Mar Park and then access the HOV ramps from Edsall Road
 - The 21A would operate over the existing route from South Reynolds Street to Edsall Road & South Whiting Street, then continue Edsall Road, Yoakum Parkway, Stevenson Avenue, South Van Dorn Street and the existing route to Pentagon station
 - Both routes would operate weekday peak service only, 21A every 15-20 minutes and 21D every 30 minutes
- 2) Transfer operation of routes 21A, 21D to Alexandria DASH

REASONS FOR CHANGE

- The restructuring option simplifies the routes and combines the better performing segment of route 18E into the 21 line for efficiency
- The option to transfer service to DASH was requested by the City of Alexandria

PERFORMANCE MEASURES

Metrobus Productivity Measure	Routes 21A, 21D performance	Metrobus Standard
Average Weekday Ridership	449	468
Cost Recovery	17.47%	15.88%
Subsidy per Rider	\$5.15	\$4.80
Riders per Trip	20.2	11.2
Riders per Revenue Mile	2.1	1.3



I-395 HOV to/from PENTAGON

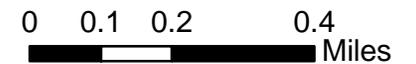
21A, 21D

Landmark-Pentagon Line

Proposed Route Changes

Legend

-  Proposed 21A
-  Proposed 21D
-  Discontinued Routing
-  Jurisdictions
-  Roads
-  Parks
-  Water



MCLEAN – CRYSTAL CITY LINE, ROUTES 23A, 23B, 23T

BUDGET

- \$540,000 ADDITION

PROPOSED IMPROVEMENT

- Split route 23A into route 23B and 23T patterns weekday off-peak, Saturday and Sunday to match weekday peak-period service

REASONS FOR CHANGE

- Improved reliability and additional frequency on the main trunk of the line between Ballston station and Shirlington station

PERFORMANCE MEASURES

Weekday Virginia Base Service

Route	Weekday passengers per hour	Weekday peak frequency	Weekday off-peak frequency
16G,H,K	42.1	6	15
16A,B,E,J,P	41.4	10	15
7A,F,Y	37.0	7	20
38B	33.8	12	20
28A	33.3	20	20
29K,N	33.1	30	30
2A	31.5	15	30
1A,B,E,Z	31.2	10	30
REX	29.6	12	30
10A,E,R,S	28.2	12	30
10B	27.8	30	30
3A	27.4	12	30
23A,B,T	26.5	12	30
25B	23.8	30	60
4A,B	22.5	12	30
9A	22.0	30	30
22A,B,C,F	21.5	10	30
26A	21.2	60	60

Saturday Virginia Base Service

Route	Saturday passengers per hour	Saturday frequency
16G,H,K	39.8	15
29K,N	37.0	60 (30) ¹
16A,B,E,J,P	36.2	15
28A	31.8	20
REX	31.7	30
38B	31.5	30
7A,F,Y	31.2	30
1A,B,E,Z	29.8	30
2A	27.8	30
4A,B	24.3	30
23A,B,T	24.1	30
10B	23.4	30
10A,E,R,S	22.0	30
25B	22.0	60
3A	21.0	30
9A	16.9	30
22A,B,C,F	14.0	45

Sunday Virginia Base Service

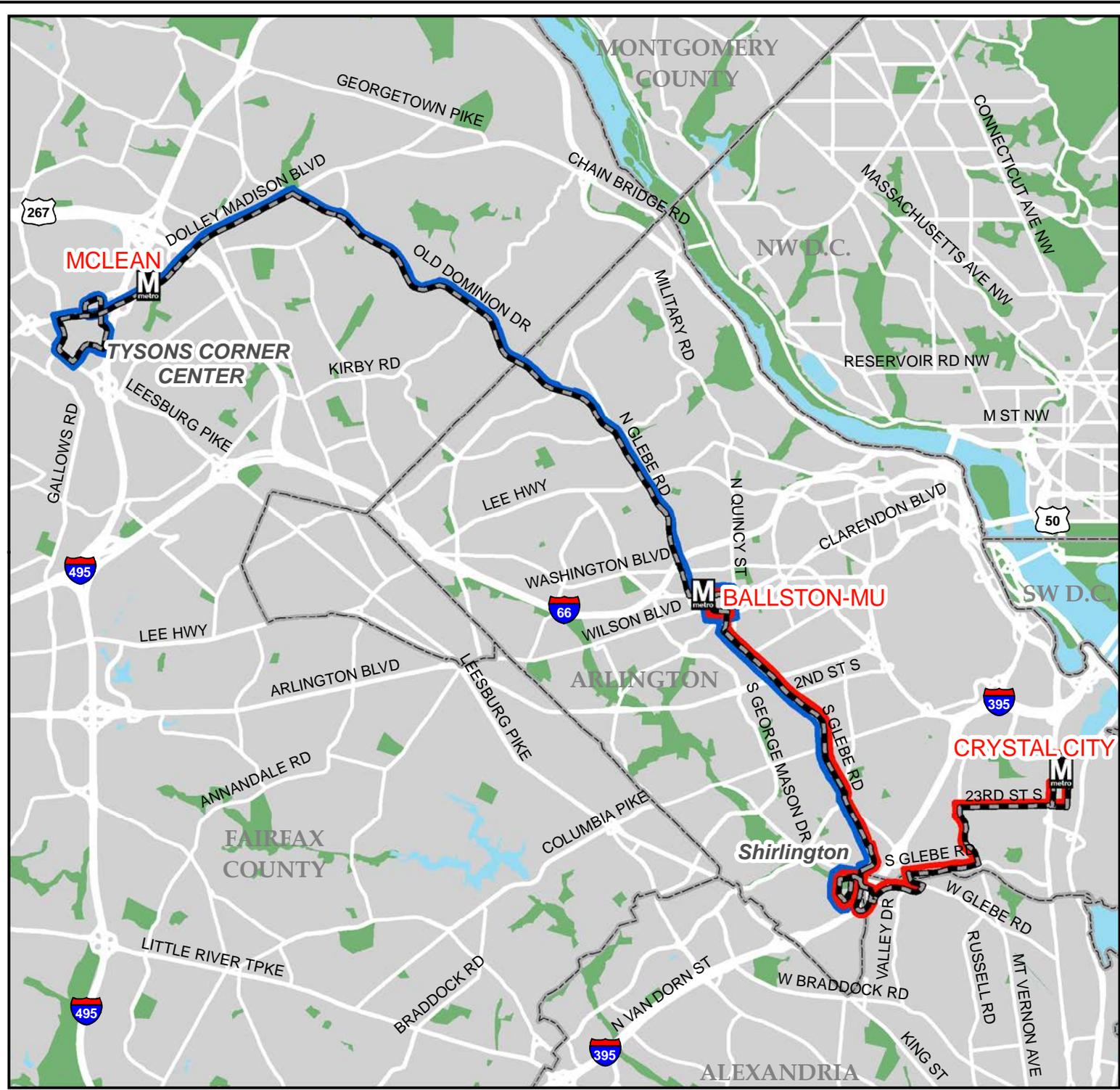
Route	Sunday passengers per hour	Sunday frequency
16G,H,K	45.8	30
16A,B,E,J,P	40.5	30
28A	36.0	30
10A,E,R,S	29.8	60
1A,B,E,Z	28.8	30
7A,F,Y	28.4	40
REX	26.1	60
38B	25.7	30
2A	25.5	60
10B	24.6	60 (30) ¹
4B	24.4	70
23A,B,T	23.7	60
3A	20.9	60
9A	20.1	40
29K,N	16.3	60 (30) ¹
22A,B,C,F	9.9	60

¹ – Proposed for improvement, see 10B, and 29N proposals

23B,T

McLean-Crystal City Line

Proposed Restructure of Route 23A



Legend

- Metrorail Stations
- Discontinued Route 23A
- Route 23B
- Route 23T
- Roads
- Jurisdictions
- Parks
- Water

0 0.5 1 2 Miles

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ANNANDALE – EAST FALLS CHURCH LINE, ROUTE 26A

BUDGET

- \$446,000 ADDITION

PROPOSED IMPROVEMENT

- Improve weekday peak frequency from every 60 minutes to every 30 minutes

REASONS FOR CHANGE

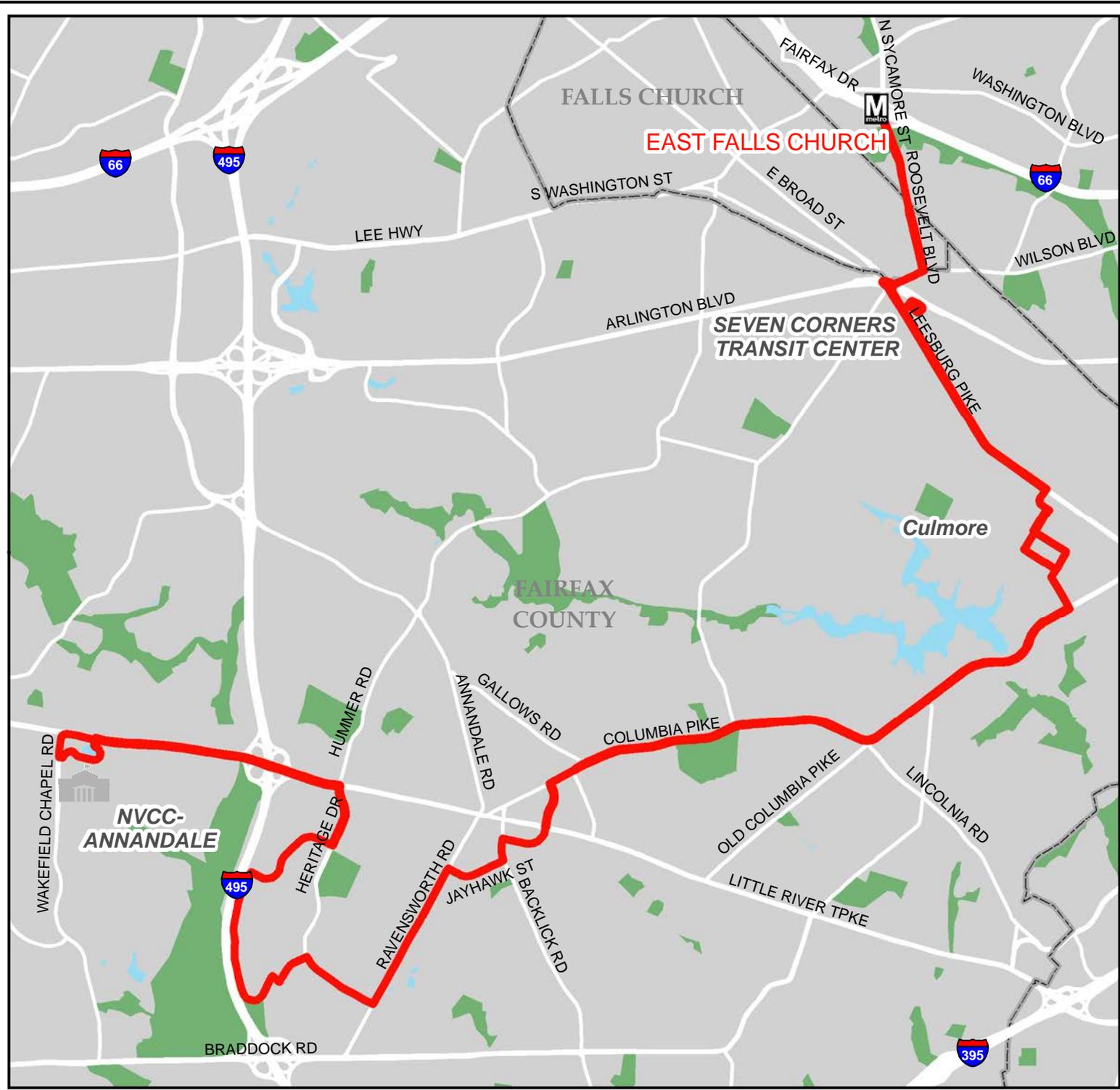
- Weekday peak frequency should be at least every 30 minutes to be successful. Ridership is satisfactory at the current 60 minute frequency. However, the proposed increase of peak service to 30 minutes would make the 26A more attractive to current and potential riders along the route.

PERFORMANCE MEASURES

Weekday Virginia Base Service

Route	Weekday passengers per hour	Weekday peak frequency	Weekday off-peak frequency
16G,H,K	42.1	6	15
16A,B,E,J,P	41.4	10	15
7A,F,Y	37.0	7	20
38B	33.8	12	20
28A	33.3	20	20
29K,N	33.1	30	30
2A	31.5	15	30
1A,B,E,Z	31.2	10	30
REX	29.6	12	30
10A,E,R,S	28.2	12	30
10B	27.8	30 (15) ¹	30 (15) ¹
3A	27.4	12	30
23A,B,T	26.5	12	30 ¹
25B	23.8	30	60
4A,B	22.5	12	30
9A	22.0	30	30
22A,B,C,F	21.5	10	30
26A	21.2	60	60

¹ – Proposed for improvement, see 10B proposal



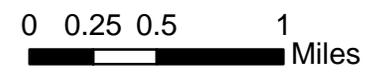
26A

Annandale-East Falls Church Line

Proposed Frequency Improvements

Legend

-  Metrorail Stations
-  Route 26A
-  Roads
-  Jurisdictions
-  Parks
-  Water



LEESBURG PIKE LIMITED LINE, ROUTE 28X

BUDGET

- \$900,000 REDUCTION (OPTION 1)
- \$994,000 REDUCTION (OPTION 2)

PROPOSED SERVICE OPTIONS

- 1) Retain existing route between Mark Center and Tysons Corner station, but reduce the frequency of service from 15 to 30 minutes
- 2) Restructure line to operate between Mark Center and East Falls Church station. Service would operate every 20 to 25 minutes.

ALTERNATIVE SERVICE AVAILABLE

- Both options – Route 28A on Leesburg Pike between Skyline City, Seven Corners, Falls Church and Tysons Corner
- In option 2, West Falls Church and Tysons Corner stations would no longer be served by 28X. Passengers would be able to access the Orange and Silver lines at East Falls Church station.

REASONS FOR CHANGE

- The Department of Defense (DoD) subsidizes the cost of route 28X service. DoD has requested that WMATA provide service alternatives in the event future funding is reduced.
- Option 2 shortens the route for improved on-time performance by eliminating the Tysons Corner segment of the line, which is subject to major traffic delays

PERFORMANCE MEASURES

- Of 1,000 daily riders, 492 (49 percent) board 28X at stops between Broad & Washington Streets and Tysons Corner Station. These riders would have alternative service on local route 28A.
- Approximately 302 riders (30 percent of total riders, 61 percent of riders west of Seven Corners) access the 28X at either West Falls Church Station (Orange Line) or Tysons Corner Station (Silver Line) and would be able to access both the Orange and Silver lines at East Falls Church Station:

	Board	Exit	Total 28X Riders diverted to East Falls Church Station In Option 2*
West Falls Church Station (Orange)	98	78	
Tysons Corner Station (Silver)	51	75	
Total	149	153	302

*Assumes the majority of 28X riders at these stations are transferring between rail and bus

Option 2

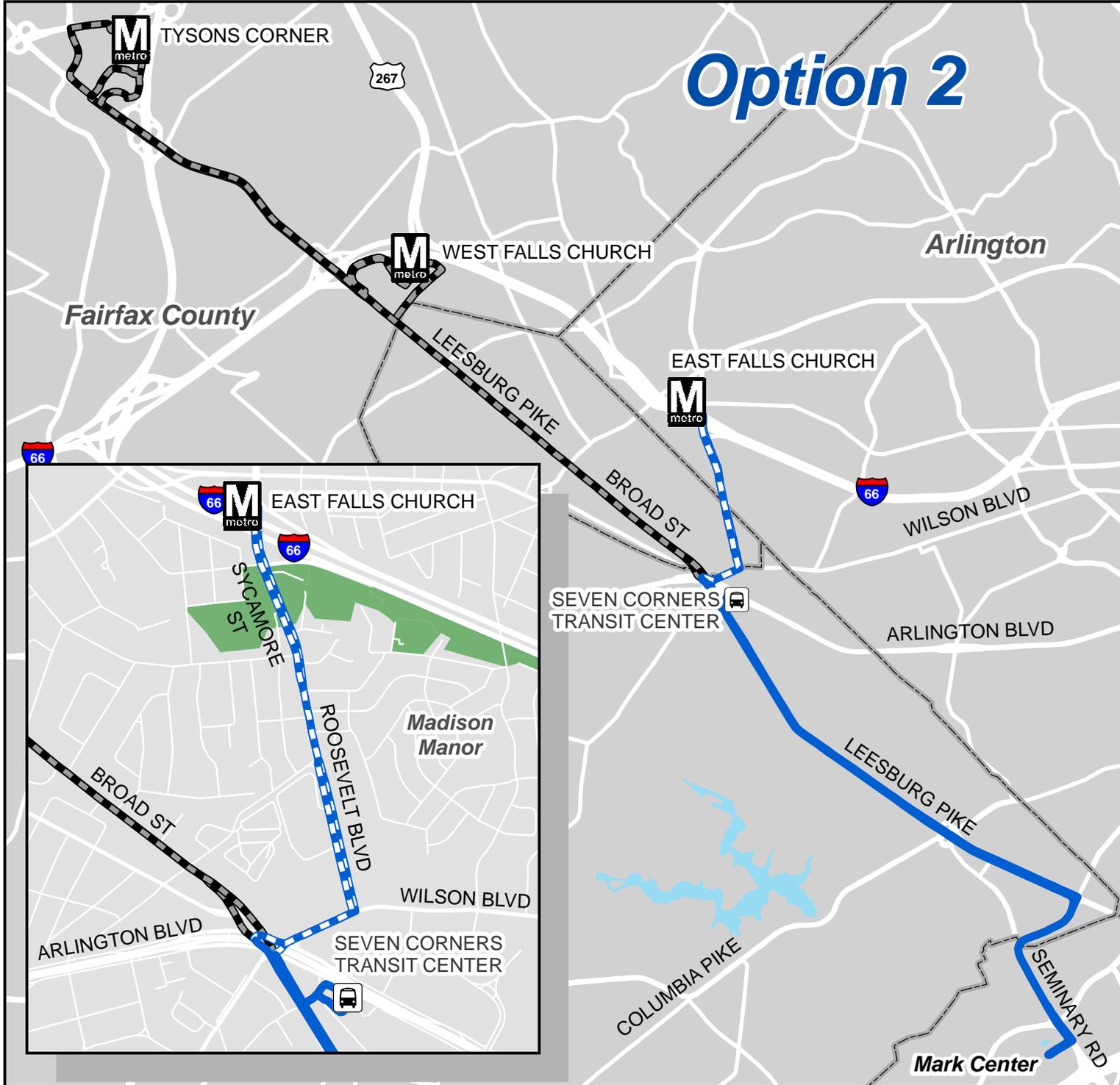
28X

Leesburg Pike Limited

Proposed Route Changes

Legend

-  Metrorail Stations
-  Rt 28X
-  Proposed 28X
-  Discontinued 28X
-  Jurisdictions
-  Roads
-  Parks
-  Water



ALEXANDRIA – FAIRFAX LINE, ROUTE 29N

BUDGET

- \$234,000 ADDITION (Saturday)
- \$234,000 ADDITION (Sunday)

PROPOSED IMPROVEMENT

- Improve Saturday frequency from every 60 minutes to every 30 minutes
- Improve Sunday frequency from every 60 minutes to every 30 minutes

REASON FOR CHANGE

- Improve frequency to meet Priority Corridor Network guidelines

PERFORMANCE MEASURES

Saturday Virginia Base Service

Route	Saturday passengers per hour	Saturday frequency
16G,H,K	39.8	15
29K,N	37.0	60
16A,B,E,J,P	36.2	15
28A	31.8	20
REX	31.7	30
38B	31.5	30
7A,F,Y	31.2	30
1A,B,E,Z	29.8	30
2A	27.8	30
4A,B	24.3	30
23A,B,T	24.1	30 ¹
10B	23.4	30
10A,E,R,S	22.0	30
25B	22.0	60
3A	21.0	30
9A	16.9	30
22A,B,C,F	14.0	45

Sunday Virginia Base Service

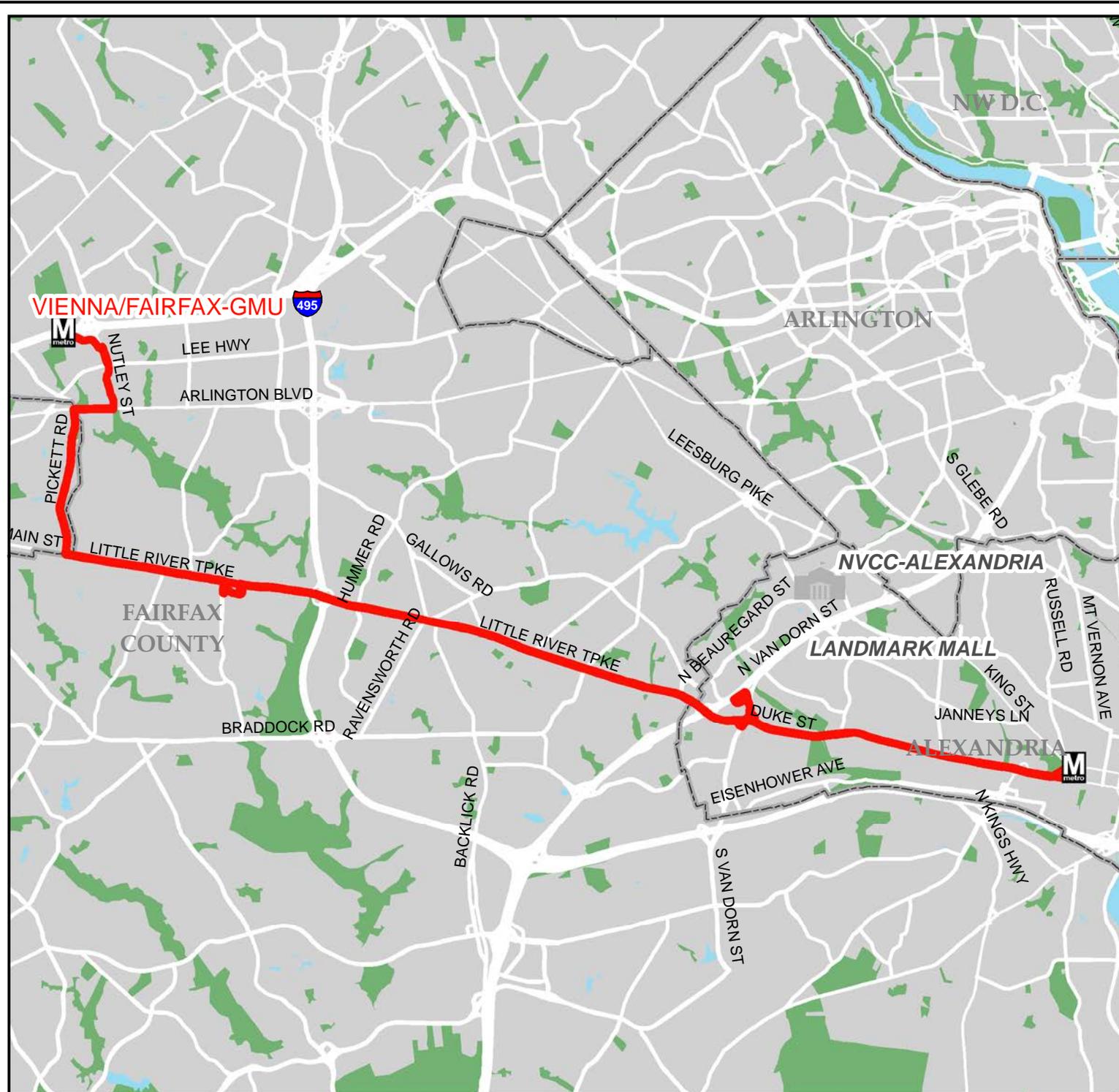
Route	Sunday passengers per hour	Sunday frequency
16G,H,K	45.8	30
16A,B,E,J,P	40.5	30
28A	36.0	30
10A,E,R,S	29.8	60
1A,B,E,Z	28.8	30
7A,F,Y	28.4	40
REX	26.1	60
38B	25.7	30
2A	25.5	60
10B	24.6	60 (30) ¹
4B	24.4	70
23A,B,T	23.7	60 ¹
3A	20.9	60
9A	20.1	40
29K,N	16.3	60
22A,B,C,F	9.9	60

¹ – Proposed for improvement, see 10B, and 23A,B,T proposals

29N

Alexandria-Fairfax Line

Proposed Frequency Improvements



Legend

- Metrorail Stations
- Route 29N
- Roads
- Schools
- Jurisdictions
- Parks
- Water



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BALLSTON – FARRAGUT SQUARE LINE, ROUTE 38B

BUDGET

- \$5,000 REDUCTION

ROUTE / SEGMENT ELIMINATION

- Eliminate supplemental trips on Columbus Day, Veterans Day, Martin Luther King, Jr. Day and Presidents Day

ALTERNATIVE SERVICE AVAILABLE

- Regular 38B Saturday service will be available

REASON FOR CHANGE

- Holiday ridership is not significantly higher than Saturday ridership. The additional holiday riders can be accommodated on regular Saturday service.

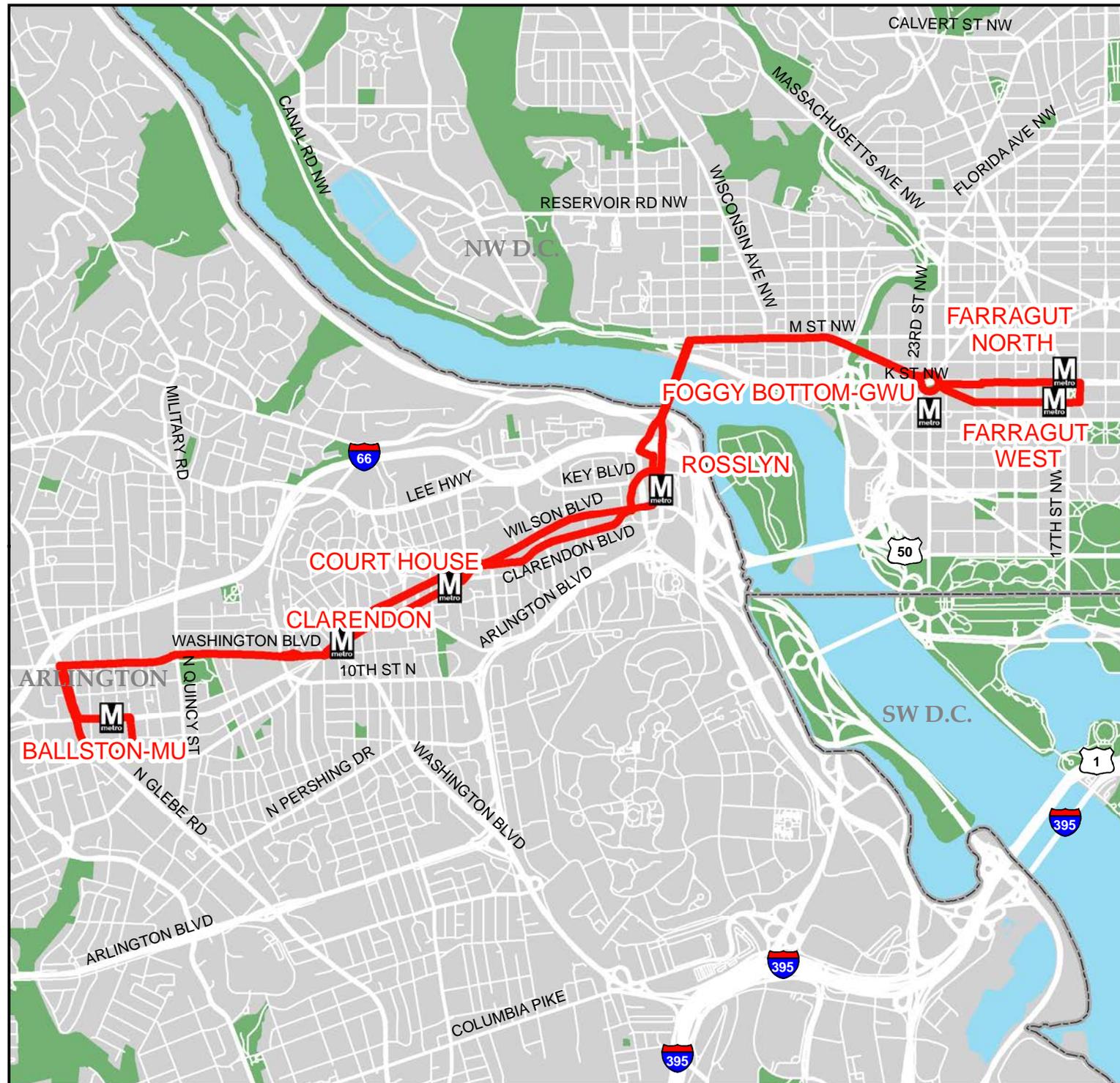
PERFORMANCE MEASURES

- Average weekday ridership is 3,821 passengers. Average Saturday ridership is 2,133 passengers. Average ridership on the four Monday holidays is 2,443 passengers.

38B

Ballston-Farragut Square Line

Proposed Saturday Supplemental Elimination



Legend

- Metrorail Stations
- Route 38B
- Roads
- Jurisdictions
- Parks
- Water

