

# **DISTRICT OF COLUMBIA**

## **Proposed Metrobus Service Changes**

## **FRIENDSHIP HEIGHTS-SOUTHEAST LINE – ROUTES 30N, 30S**

### **BUDGET**

- \$170,000 DECREASE in subsidy

### **PROPOSED CHANGES**

- Eliminate service and replace with additional 31, 33 trips between downtown, Georgetown and Friendship Heights Metrorail Station, and additional 32, 36 trips between downtown, Capitol Hill and Naylor Road/Southern Ave Metrorail stations
- Late night service after approximately 1 a.m. would operate every 30 minutes as routes 32 and 33
- Routes 32 and 36 would be coordinated with Routes 31 and 33 at major downtown transfer stops to minimize wait times for customers making crosstown trips

### **ALTERNATIVE SERVICE**

- Routes 31, 33 between downtown, Georgetown and Friendship Heights Metrorail Station
- Routes 32, 36 between downtown, Capitol Hill and Naylor Road/Southern Ave Metrorail stations
- MetroExtra Route 39 between downtown, Capitol Hill, Fairfax Village and Naylor Road Metrorail Station

### **REASONS FOR CHANGE**

- Improve on-time performance by eliminating long crosstown routes
- Customers would have more frequent service on the shorter 31, 32, 33, 36 routes with coordinated transfers downtown
- Simplifies the route pattern in the Pennsylvania Avenue/Wisconsin Avenue corridor

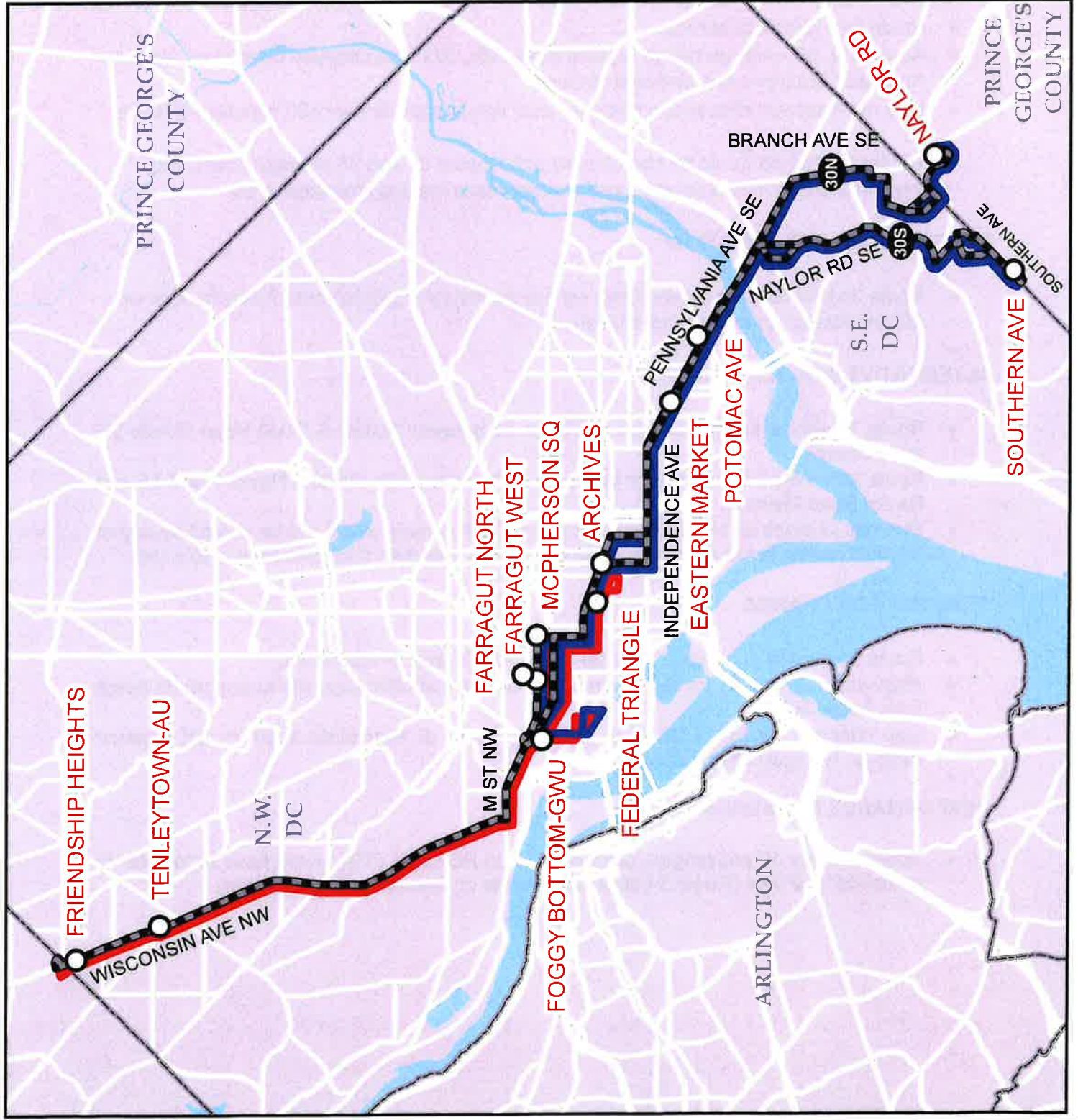
### **PERFORMANCE MEASURES**

- Approximately 1,000 weekday (19%), 750 Saturday (18%), and 800 Sunday (21%) riders who travel between points east of Archives and west of Washington Circle would have to transfer downtown between routes 31, 33 and 32, 36 to complete crosstown trips. All other passengers would still be able to make exact same trips using routes 31, 32, 33 and 36.

# 30N, 30S

Friendship Heights-  
Southeast Line

Proposed Route  
Elimination



## Legend

- Metrorail Stations
- Proposed to be eliminated 30N, 30S
- Alternative 32, 36 service
- Alternative 31, 33 service



## **PENNSYLVANIA AVENUE LINE – ROUTES 32, 34, 36**

### **BUDGET**

- \$753,000 DECREASE in subsidy

### **PROPOSED CHANGES**

- Route 34 - Eliminate service
- Routes 32, 36 - Add service to replace most 30N, 30S trips between downtown, Naylor Road and Southern Ave Metrorail stations
- Late night service after approximately 1 a.m. would operate every 30 minutes as Route 32
- Routes 32 and 36 would be coordinated with Routes 31 and 33 at major downtown transfer stops to minimize wait times for customers making crosstown trips

### **ROUTE/SEGMENT ELIMINATION**

- Route 34 proposal eliminates direct service on Naylor Road between Alabama Avenue SE and Naylor Road Metrorail Station

### **ALTERNATIVE SERVICE (ROUTE 34)**

- Route 32 serves the same stops as Route 34 between Naylor & Good Hope Roads SE and Archives
- Route 36 serves the same stops as Route 34 between 30th Street & Naylor Road SE and Naylor Road Metrorail 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 route W2, and is less than 0.25 mile from a 30's stop

### **REASONS FOR CHANGE**

- Route 34 service duplicates other 30-series routes east of downtown
- Alternative service on routes 32 and 36 provides sufficient capacity to absorb all riders from Route 34
- Low ridership on Route 36 east of Pennsylvania & Minnesota avenues SE (Branch Avenue, Hillcrest) after midnight

### **PERFORMANCE MEASURES**

- Approximately 50 passengers per weekday on Route 34 (1%) would have to transfer to complete their trips (Route 34 does not operate on Saturdays and Sundays)

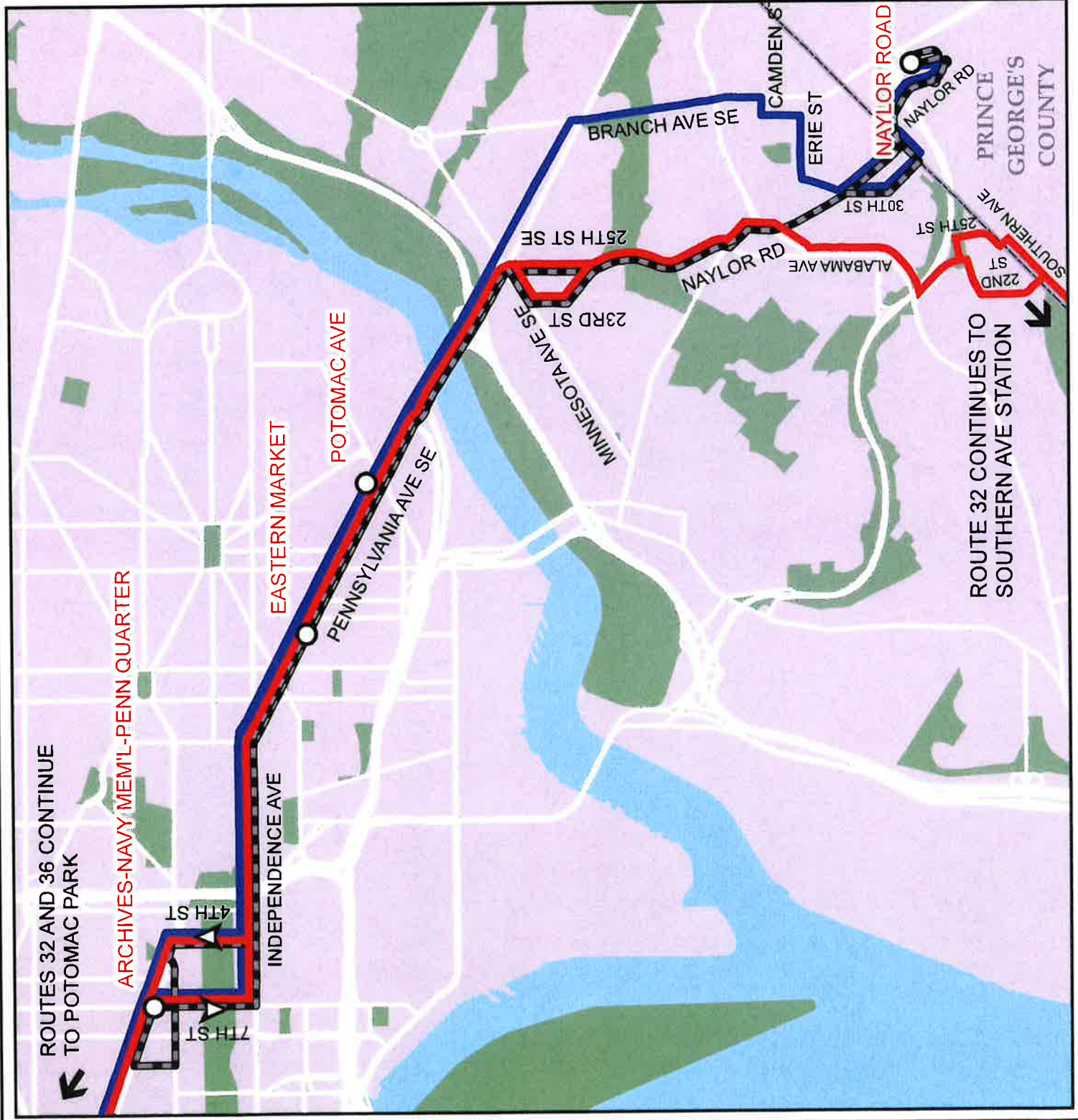
		<b>Average Daily Passengers</b>	<b>Passengers Per Trip</b>	<b>Passengers Per Revenue Mile</b>	<b>Passengers Per Revenue Hour</b>	<b>Max Load (% of Seats)</b>
Weekday	32	3,748	44.1	4.8	36.8	38 (98%)
	<b>34</b>	<b>1,355</b>	<b>22.6</b>	<b>3.7</b>	<b>31.9</b>	<b>26 (65%)</b>
	36	1,978	30.0	3.3	25.3	36 (91%)



34

# Pennsylvania Avenue Line

## Proposed Route Elimination



### Legend

- Metrorail Stations
- Proposed to be Eliminated 34
- Alternative 32 service
- Alternative 36 service



## **WISCONSIN AVENUE LIMITED LINE – ROUTE 37**

### **BUDGET**

- \$879,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate service

### **ALTERNATIVE SERVICE**

- Route 33 service along upper Wisconsin Avenue NW between Friendship Heights and Massachusetts Avenue NW to Farragut Square, McPherson Square, and Federal Triangle
- Route 31 service along upper Wisconsin Avenue NW between Friendship Heights and Massachusetts Avenue NW to Foggy Bottom
- Route N2 service along upper Wisconsin Avenue NW between Friendship Heights and Nebraska Avenue NW to Dupont Circle and Farragut Square

### **REASON FOR CHANGE**

- Alternative services available at every stop

### **PERFORMANCE MEASURES**

- Average 450 riders per weekday
- 48% of riders can make exact same trip on other routes
- Farebox recovery: 14.6%, (system average is 34.3%)

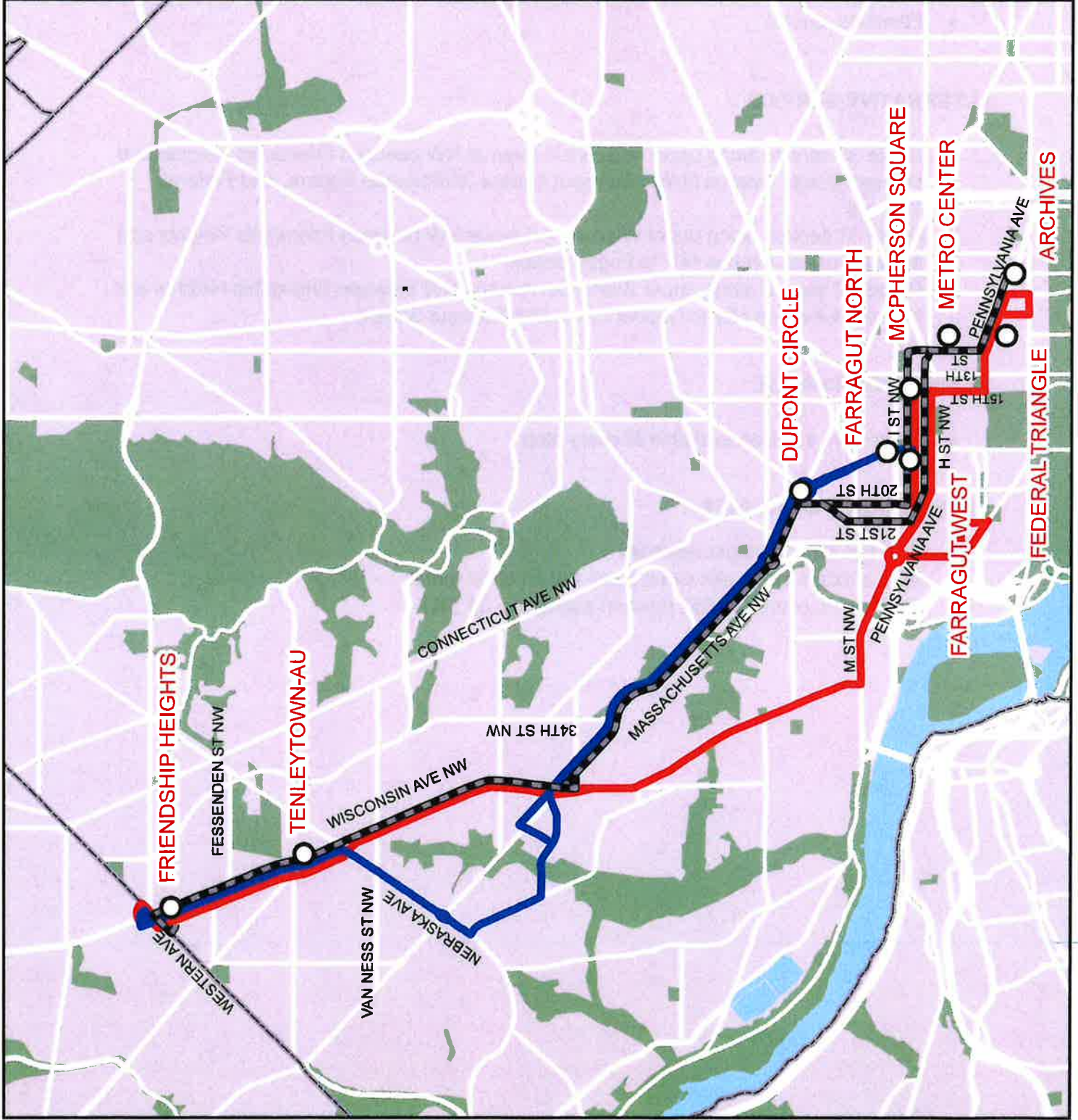
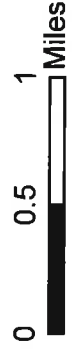


# Wisconsin Avenue Limited Line

## Proposed Route Elimination

**Legend**

- Metrorail Stations
- Proposed to be eliminated 37
- Alternative N2 service
- Alternative 31, 33 service





**14TH STREET LINE – ROUTE 54**  
**14TH STREET LIMITED LINE – ROUTE 59**

**BUDGET**

- \$ 97,000 DECREASE in subsidy for 52,54
- \$ 82,000 DECREASE in subsidy for 59

**PROPOSED CHANGE**

- Convert Route 54 service to additional Route 59 service during the hours that Route 54 currently operates
- Route 59 would serve all existing Route 54 stops between Takoma Metrorail Station and 14th Street & Colorado Avenue NW. Buses would serve existing Route 59 *MetroExtra* stops between 14th Street & Colorado Avenue and Federal Triangle
- Operate service approximately every 8 minutes in peak periods on weekdays
- Operate service at approximately the same span and frequency as the existing Route 54 on weekday off-peak periods, Saturdays and Sundays

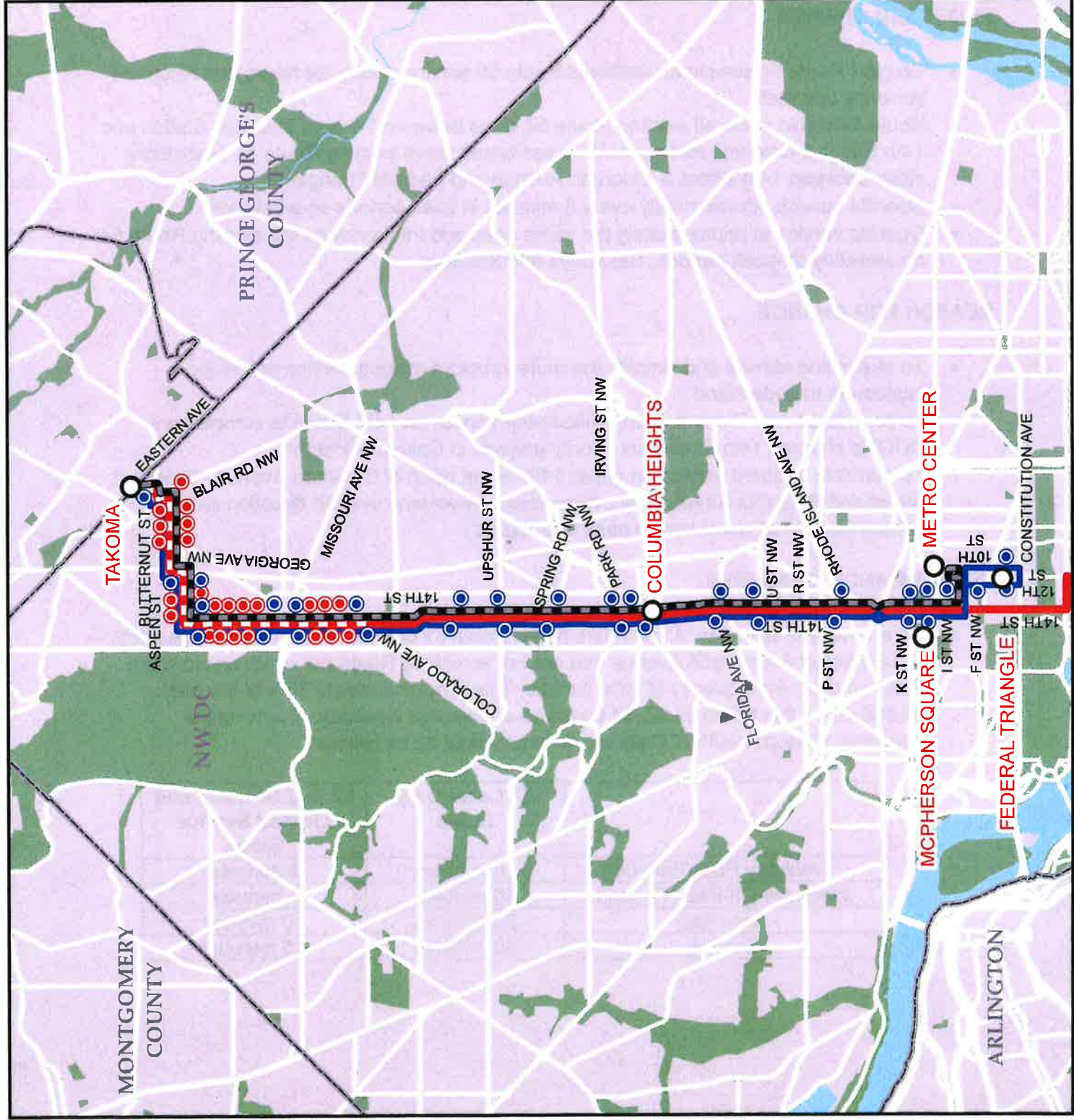
**REASON FOR CHANGE**

- To streamline service and simplify the route structure making service easier for customers to understand
- To provide all-day, 7-day-a-week limited-stop service on 14th Street to complement DDOT's planned 14th Street bus priority projects in Columbia Heights
- To maintain frequent service on upper 14th Street north of Colorado Avenue, Aspen Street and Butternut Street, where there is one travel lane in each direction and it is difficult for *MetroExtra* buses to pass local buses

**PERFORMANCE MEASURES**

- On an average weekday, 4,800 riders board Route 52 or 54 local service at stops south of 14th Street & Colorado Avenue that are not served by Route 59, which would see a 50% reduction in frequency of local service. This is approximately 38% of the total 12,800 riders that board all 52, 54 buses on an average weekday. Approximate frequency at stops south of Colorado Avenue would be as follows:

	<b>52 Local Only Stops</b>	<b>52 and 59 Local and Limited Service Stops</b>
Weekday Peak Periods	10 minutes	5 minutes
Weekday Off-Peak Periods	16 minutes	8 minutes
Saturday	20 minutes	10 minutes
Sunday	30 minutes	15 minutes



**54**

14th Street Line

**59**

14th Street Limited Line

Proposed Route Restructuring

### Legend

- Metrorail Stations
- Unaffected 59 stops
- Proposed new 59 stops
- Proposed to be eliminated 54
- Alternative 59 service
- Alternative 52 late-night service
- Alternative 52 service



## **U STREET-GARFIELD LINE – ROUTE 92**

### **BUDGET**

- \$414,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate weekday peak Eastern Market-Congress Heights short trips added in June 2018 at the request of the District Department of Transportation (DDOT)

### **ALTERNATIVE SERVICE**

- Regular Route 92 trips between U Street and Congress Heights Metrorail stations
- Route 90 between Eastern Market Metrorail station and Martin Luther King Avenue & Good Hope Road SE
- Routes 32, W1, W2, W4, W6, W8 on Alabama Avenue SE
- DC Circulator Congress Heights-Union Station route between Congress Heights and Eastern Market Metrorail stations over Alabama Avenue, Stanton Road, Anacostia Metrorail station, 11th Street Bridge and 8th Street SE

### **REASONS FOR CHANGE**

- Alternate service is available at every stop

### **PERFORMANCE MEASURES**

- Average weekday peak boardings on Route 92 trips:

	<b>AM Peak</b>	<b>PM Peak</b>	<b>Total</b>	<b>Passengers Per Trip</b>	<b>Max Load</b>
92 – 14 <sup>th</sup> & U trips	1,494	1,799	3,293	59.9	42
92/ Eastern Market trips	342	511	853	27.5	30
<b>Total</b>	<b>1,836</b>	<b>2,310</b>	<b>4,146</b>		
Eastern Market trips- % of total weekday peak boardings	19%	22%	21%		

- Average weekday peak boardings and alightings on Good Hope Road SE (the max load segment between Congress Heights and 11<sup>th</sup> Street Bridge):

	AM Peak		PM Peak		Total		Max Load on Good Hope Rd.
	On	Off	On	Off	On	Off	
92 – 14 <sup>th</sup> & U trips	341	178	302	359	643	537	37
92/ Eastern Market trips	126	91	173	158	299	249	30
<b>Total</b>	<b>467</b>	<b>269</b>	<b>475</b>	<b>517</b>	<b>942</b>	<b>786</b>	
Eastern Market trips- % of weekday peak boardings on Good Hope Road	27%		36%		32%		

- Elimination of Eastern Market trips would result in the following estimated weekday peak max load on Good Hope Road SE:

	AM Peak		PM Peak		Total		Estimated Max Load on Good Hope Rd.
	On	Off	On	Off	On	Off	
92 – 14 <sup>th</sup> & U trips	467	269	475	517	942	786	<b>54*</b>

\*Maximum number of passengers on the heaviest load trip on Good Hope Road. Not all peak trips would carry the maximum load.



92

# U Street-Garfield Line

## Proposed Route Modification

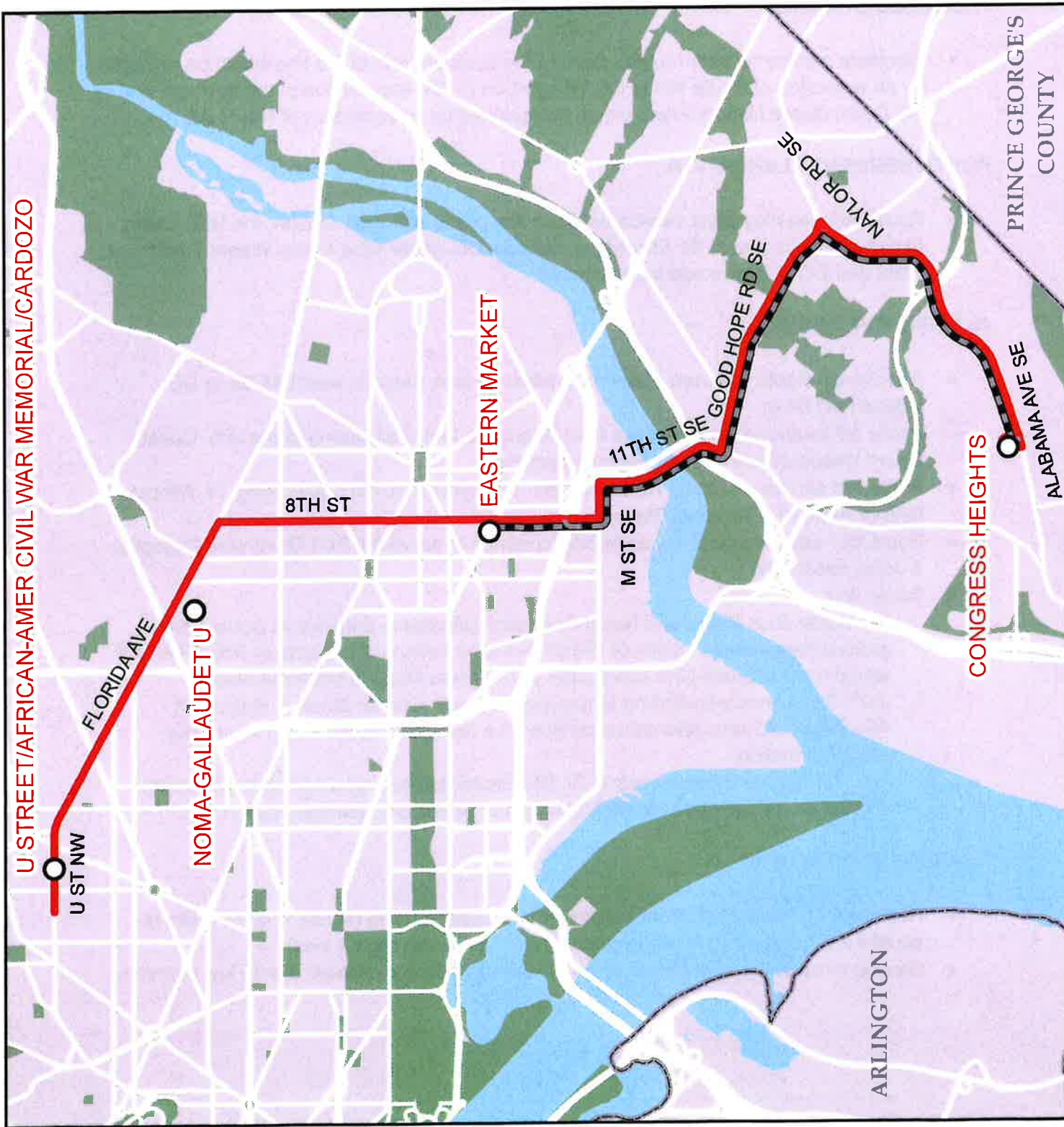
### Legend

○ Metrorail Stations

Proposed to be Eliminated

92 Trips

Unaffected 92



## **ANACOSTIA-FORT DRUM LINE – ROUTES A4, W5**

### **BUDGET**

- \$2,787,000 DECREASE in subsidy (\$1,309,000 net subsidy decrease with segment replacements on routes A8 and W4)

### **PROPOSED CHANGE**

- Eliminate service on both routes. Most of the southern end of the line would be replaced by an extension of Route W4 to DC Village/Fort Drum, and service at the northern end to US Coast Guard Headquarters would be replaced by an extension of Route A8

### **ROUTE/SEGMENT ELIMINATION**

- Route W5 weekday peak service between Anacostia Metrorail Station, the U.S. Coast Guard Headquarters at St. Elizabeths campus, DC Water-Blue Plains Waste Treatment Plant and DC Village would be eliminated

### **ALTERNATIVE SERVICE**

- A realigned Route W4 from Alabama & Martin Luther King, Jr. avenues SE to DC Village/Fort Drum
- Route A8 extension on weekdays from Anacostia Metrorail station to the U.S. Coast Guard Headquarters at St. Elizabeths campus
- Additional service on Route A8 to maintain capacity on Martin Luther King, Jr. Avenue to/from Anacostia Metrorail Station
- Route W1 weekday peak service would continue to serve the Fort Drum area (Irvington & Joliet streets SW)
- Route W5:
  - DC Water-Blue Plains and Naval Research Laboratory employees would have replacement service on Route W4 at Overlook Avenue & Laboratory Road SW and would have a Green Line connection at Congress Heights Metrorail Station
  - Joint Base Anacostia-Bolling employees at South Capitol Street & Malcolm X Avenue would have alternative service on a realigned Route W2 to Anacostia Metrorail Station
  - U.S. Coast Guard employees at St. Elizabeths campus would have replacement service on an extended Route A8 service to Anacostia Metrorail Station

### **REASONS FOR CHANGE**

- Replace DC Village/Fort Drum service with a crosstown line (Route W4) for riders to access the Alabama Avenue commercial corridor seven days a week
- Service through the Blue Plains Waste Treatment Plant eliminated due to low ridership

## PERFORMANCE MEASURES

	Route	Average Daily Passengers	Passengers Per Trip	Passengers Per Revenue Mile	Passengers Per Revenue Hour	Max Load (% of Seats)
Weekday	A4	4,047	30.4	4.8	46.5	45 (115%)
	W5	172*	9.5	1.5	14.3	18 (46%)
Saturday	A4	1,207	19.5	3.4	40.0	42 (108%)
Sunday	A4	947	17.9	3.0	38.3	35 (90%)

\*Route W5 boardings at DC Water Blue Plains stop: approximately 10 daily passengers

- Impacts of service proposal on current passengers:

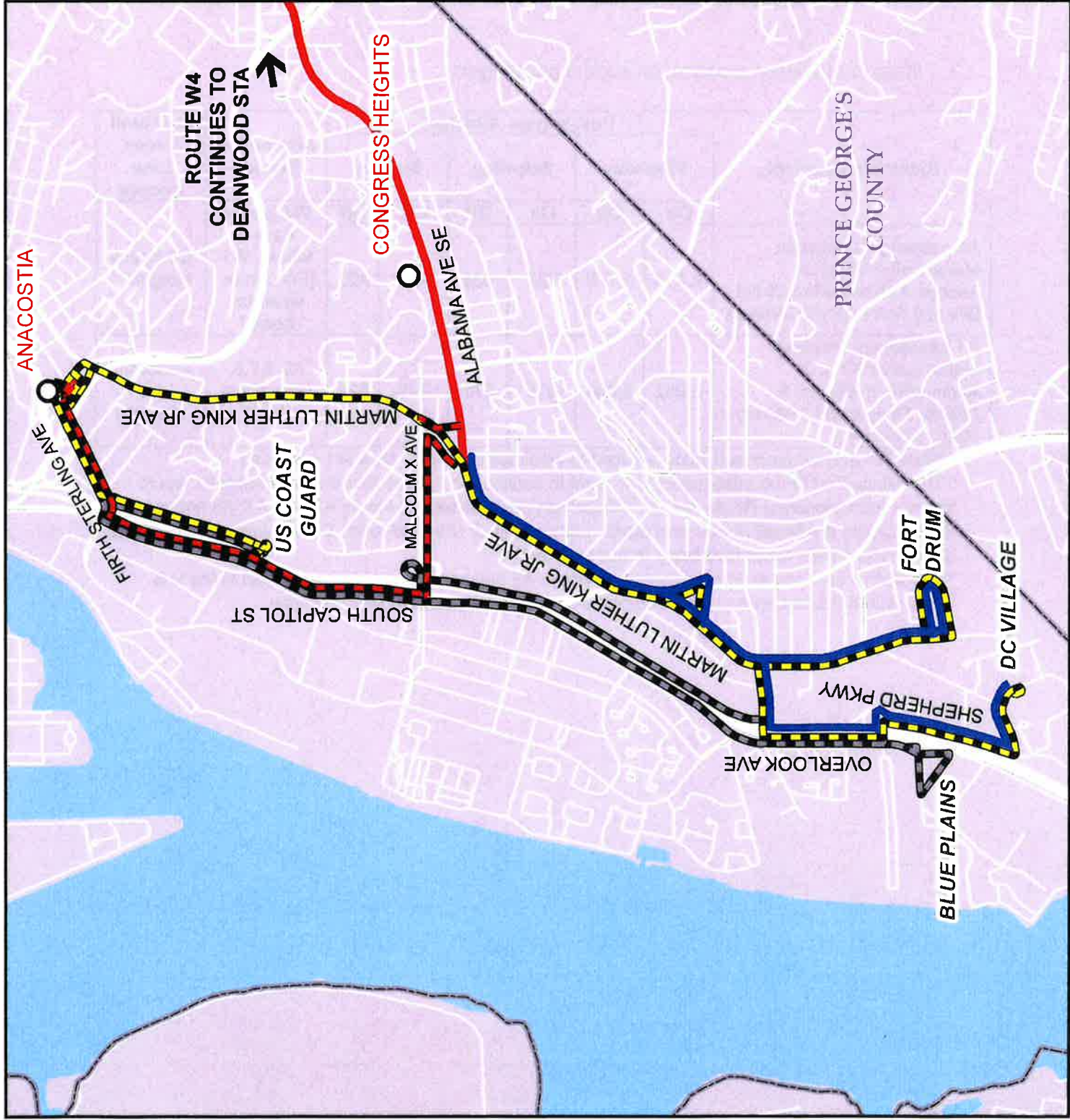
Ridership Segment	Passengers Affected						Alternative Service	Metrorail Green Line Access
	Weekday		Saturday		Sunday			
	On	Off	On	Off	On	Off		
A4 passengers between Martin Luther King, Jr. Avenue & Brandywine Street SW and Fort Drum/DC Village	1,115	1,179	237	536	198	423	W4 (seven days a week), W1 (Fort Drum, weekday peak)*	Congress Heights**
A4 passengers between Martin Luther King, Jr. Avenue/South Capitol & Atlantic Streets and Anacostia Metrorail station	2,932	2,868	970	671	749	524	A2,6,7,8, MetroExtra A9***	Anacostia (no change)

\*Route W1 service proposed to be reduced to weekday peak only (see W1 proposal)

\*\*DC Village/Fort Drum passengers who want to continue to access Metrorail at Anacostia would transfer from proposed Route W4 DC Village/Fort Drum service to Route A2, A6, A7, A8 between South Capitol & Atlantic streets and Martin Luther King, Jr. Avenue & 5th Street/Alabama Avenue SE (*MetroExtra* A9 serves limited stops in this segment)

\*\*\*Additional service would be provided on Route A8 and service would be extended to the U.S. Coast Guard Headquarters at St. Elizabeths campus to replace Route A4 service





**A4, W5**

Anacostia  
Fort Drum Line

**W4**

Deanwood  
Alabama Ave  
Line

Proposed Route  
Restructuring

**Legend**

- Metrorail Stations
- Proposed to be Eliminated A4
- W4
- Proposed W4 Extension
- Proposed to be Eliminated W4
- Proposed to be Eliminated W5



0 0.15 0.3 0.6 Miles



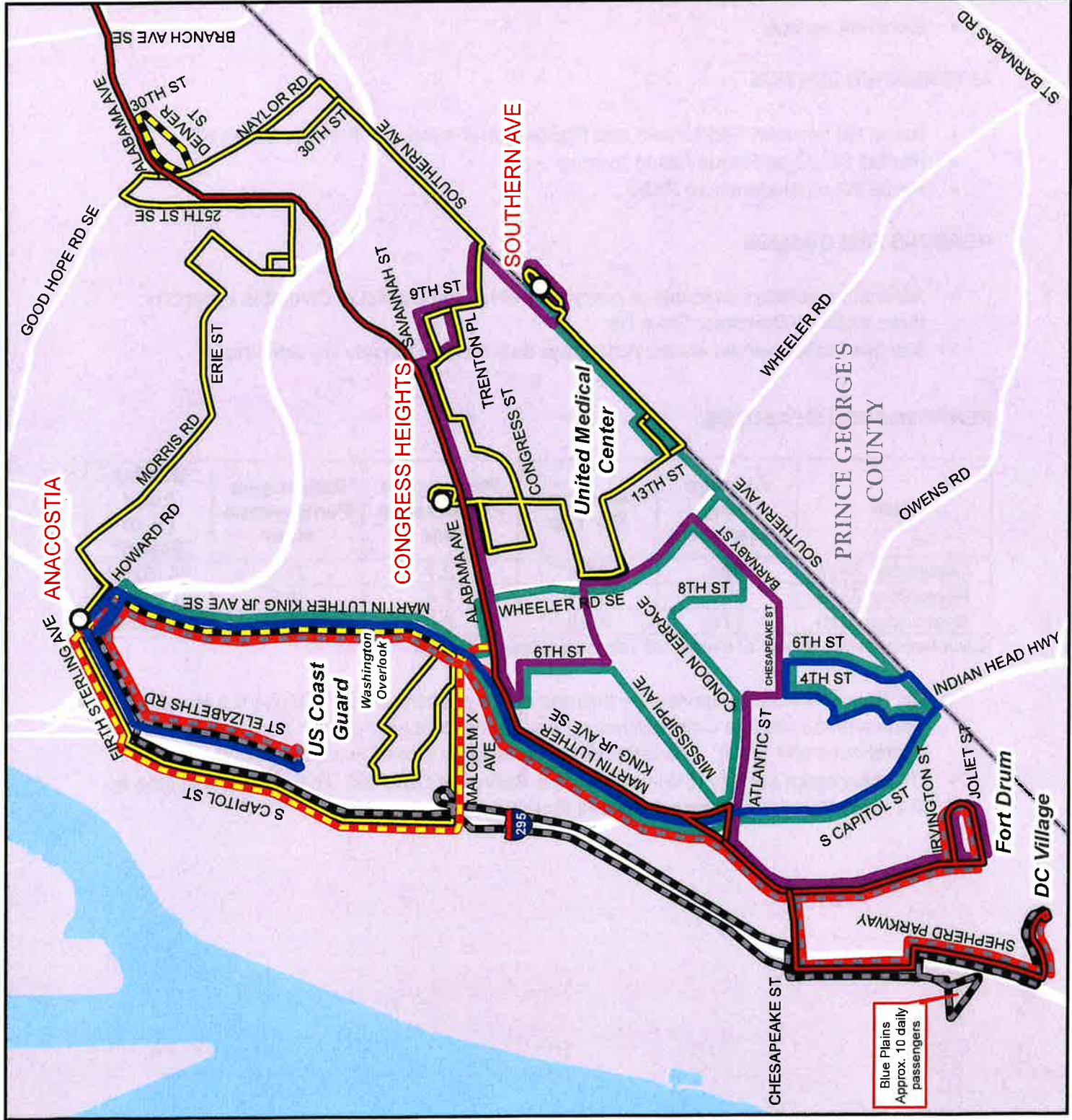
# Proposed Southeast DC Restructuring

## Legend

-  Metrorail Stations
-  Unaffected A2, A6, A7
-  Proposed to be Eliminated A4
-  Proposed A8
-  Proposed W4
-  Proposed to be Eliminated W1 midday service
-  Proposed W2
-  Proposed to be Eliminated W3 segment
-  Proposed to be Eliminated W4 segment
-  Proposed to be Eliminated W5



0 0.25 0.5 Miles



Blue Plains  
Approx. 10 daily  
passengers

## **FORT LINCOLN SHUTTLE LINE – ROUTES B8, B9**

### **BUDGET**

- \$562,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate service

### **ALTERNATIVE SERVICE**

- Route H6 between Fort Lincoln and Rhode Island Avenue & Franklin Street NE
- Routes 83, 86 on Rhode Island Avenue
- Route B2 on Bladensburg Road

### **REASONS FOR CHANGE**

- Alternative services available at every stop within the District of Columbia except for three stops on Banneker Drive NE
- Maryland stops served weekday middays only have extremely low ridership

### **PERFORMANCE MEASURES**

<b>Date</b>	<b>Average Daily Passengers</b>	<b>Passengers Per Trip</b>	<b>Passengers Per Revenue Mile</b>	<b>Passengers Per Revenue Hour</b>	<b>B8 Max Load (% of Seats)*</b>
September 2017	594	11.2	2.7	27.9	24 (82%)
September 2018	537	10.1	2.4	25.6	27 (92%)
September 2019	678	12.8	3.0	32.3	27 (94%)

\*Load factors based on use of smaller 30' buses (average: 29 seats)

- On Route B9 midday service, an average of 1.6 passengers per trip use the Maryland portion of the route to Colmar Manor (Port Towns Shopping Center-Shoppers Food Warehouse and CVS). The Shoppers grocery store closed in January 2020.
- 31 passengers per day (5%) use stops on Banneker Drive NE. The next closest stop is 0.2 miles from furthest stop proposed for removal.



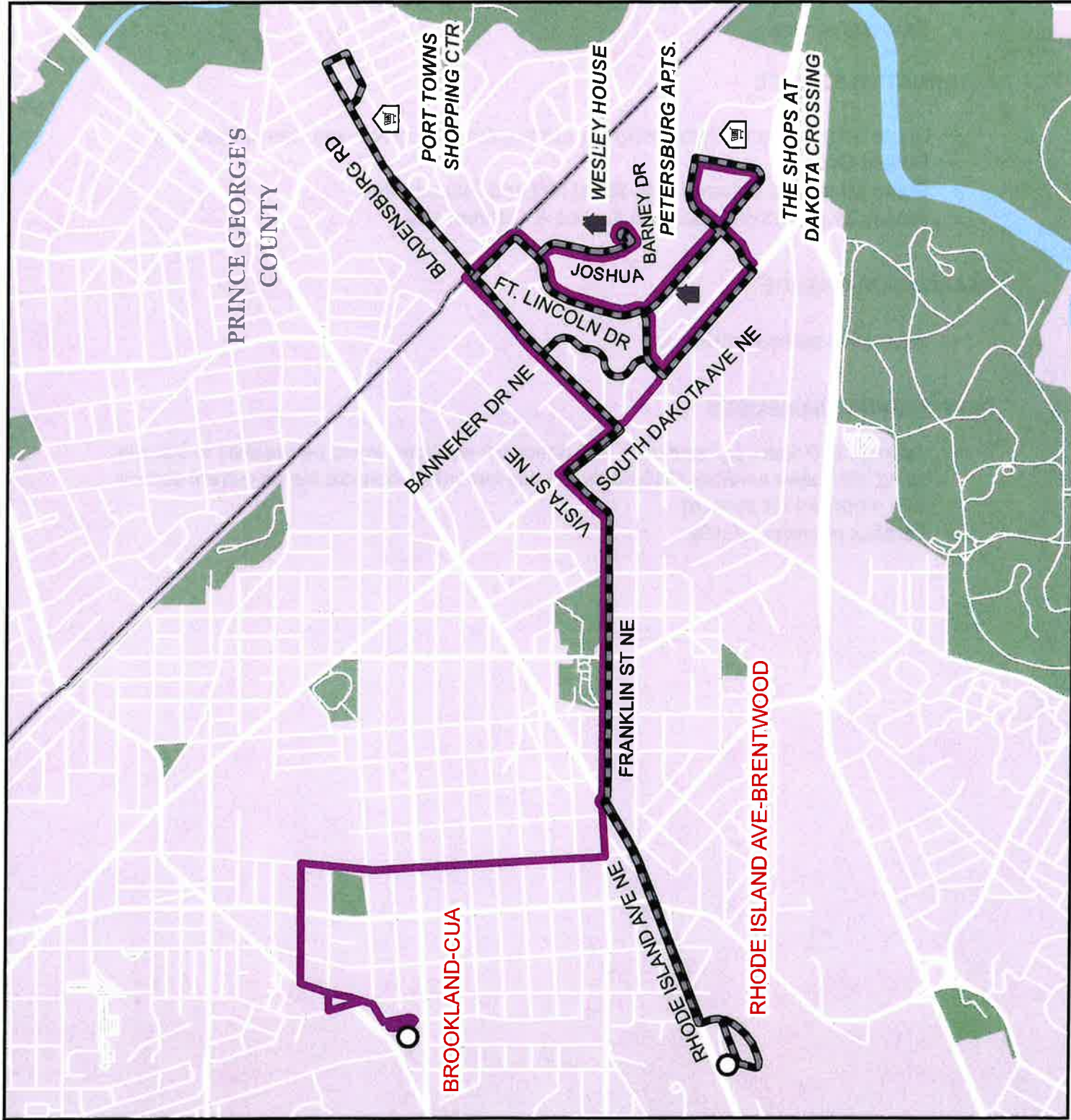
**B8, B9**

Fort Lincoln Shuttle  
Line

Proposed Route  
Elimination

**Legend**

- Metrorail Stations
- Proposed to be  
Eliminated B8, B9
- Alternative H6  
service



## **GLOVER PARK-FRANKLIN SQUARE LINE – ROUTE D1**

### **BUDGET**

- \$497,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate service

### **ALTERNATIVE SERVICE**

- Route G2 (as proposed) following the existing D2 routing between Glover Park and Dupont Circle
- Route D6 service between 35th Street NW and Dupont Circle
- Routes 31 and 33 on Wisconsin Avenue & Q Street NW

### **REASON FOR CHANGE**

- Alternative services available

### **PERFORMANCE MEASURES**

- Average 375 riders per weekday, 230 riders per weekday would be required to transfer using alternative services (145 riders per day can make identical trip as current service with proposed G2 service)
- Farebox recovery: 20.9%



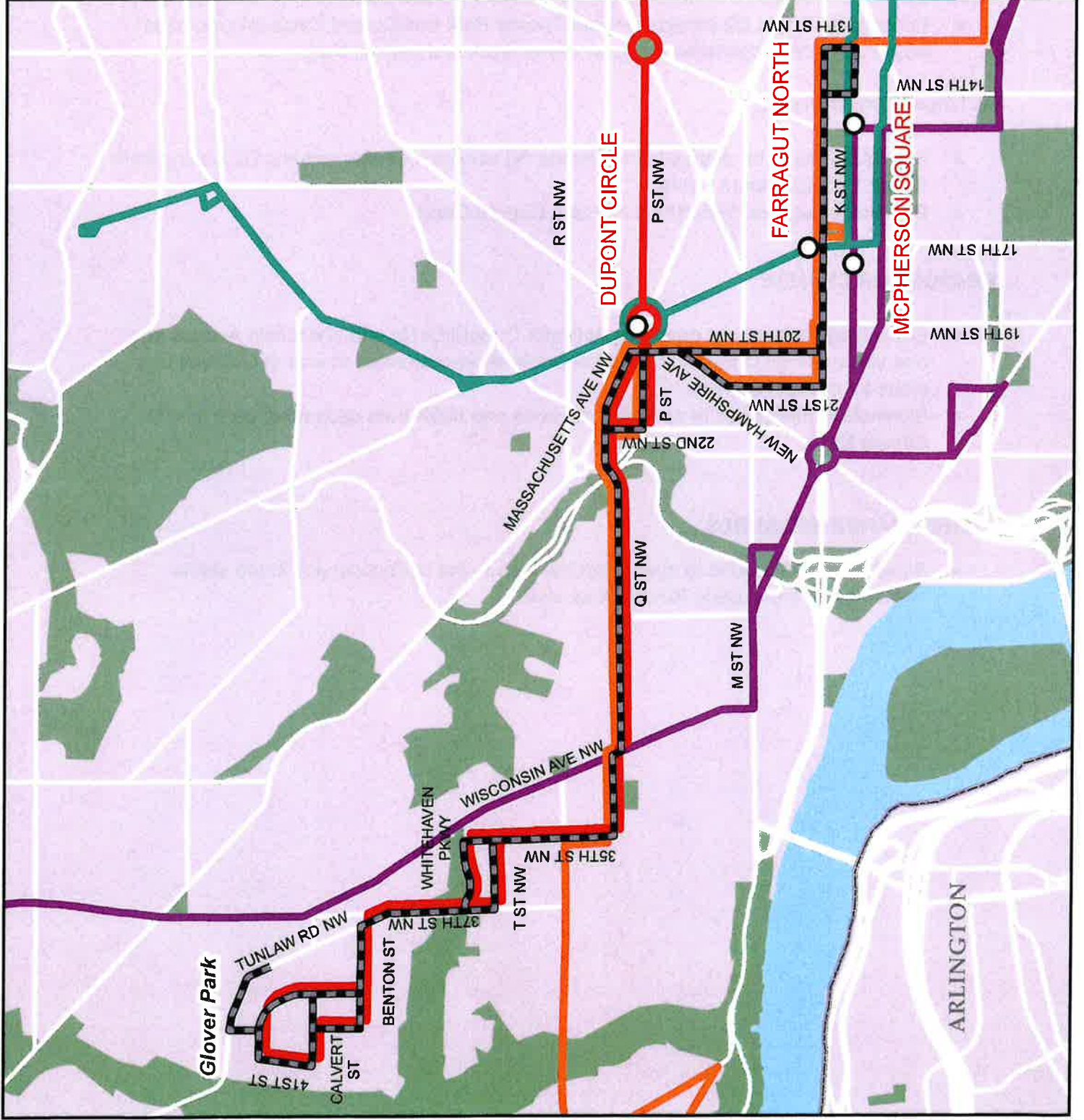
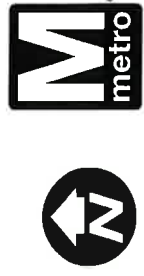
**D1**

# Glover Park-Franklin Square Line

## Proposed Route Elimination

### Legend

- Metrorail Stations
- Proposed to be eliminated D1
- Proposed new alternative G2 service
- Alternative 42 service
- Alternative D6 service
- Alternative 31, 33 service



## **GLOVER PARK-DUPONT CIRCLE LINE – ROUTE D2**

### **BUDGET**

- \$200,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Consolidate Route D2 service between Glover Park and Dupont Circle into modified Route G2 service operating between Glover Park and LeDroit Park

### **ALTERNATIVE SERVICE**

- See docket page for proposed new Route G2 service following existing D2 routing from Glover Park to Dupont Circle
- D6 service between 35th Street NW and Dupont Circle

### **REASON FOR CHANGE**

- Consolidate all services operating between Dupont Circle and Wisconsin Avenue into one alignment on Q Street NW, which would allow customers to wait at Q Street bus stops for multiple services
- Eliminate inefficiencies of operating services one block from each other on P and Q Streets NW

### **PERFORMANCE MEASURES**

- All riders would be able to make identical trips to the current service at the same frequency as the existing Route D2 service



**D2**

Glover Park-Dupont  
Circle Line

**G2**

P Street-LeDroit  
Park Line

Proposed Route  
Restructuring

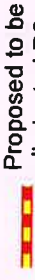
### Legend



Metrorail Stations



Proposed new G2



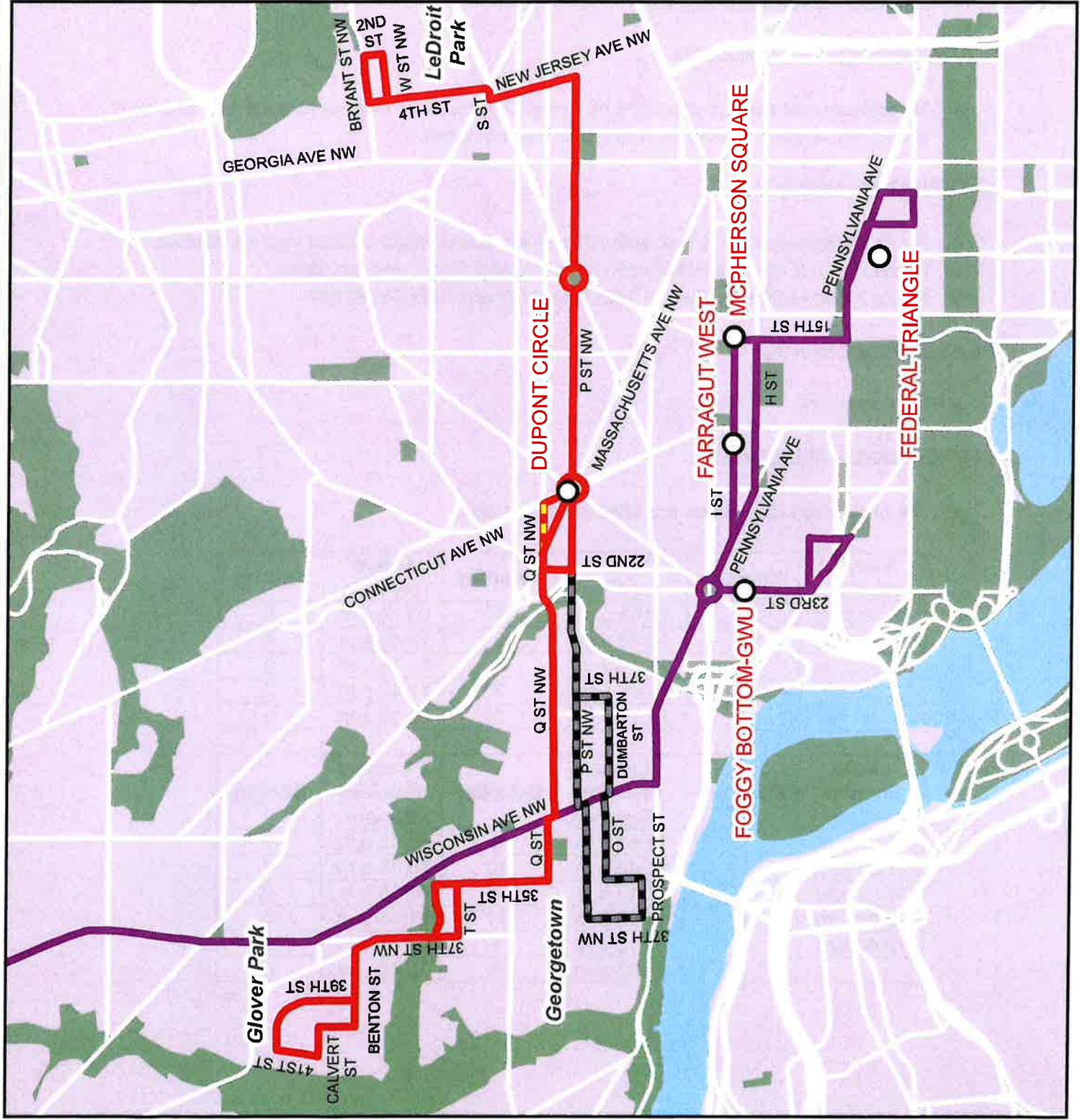
Proposed to be  
eliminated D2



Proposed to be  
eliminated G2



Alternative 31, 33  
service



## **IVY CITY-FRANKLIN SQUARE LINE – ROUTE D4**

### **BUDGET**

- \$ 174,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate service after 10 p.m.

### **ROUTE/SEGMENT ELIMINATION**

- No replacement service after 10 p.m. in Ivy City, on West Virginia Avenue NE, and on K Street NE between 4th Street and North Capitol Street

### **ALTERNATIVE SERVICE**

- Route D8 between 4th & K streets NE and Mt. Olivet Road & West Virginia Avenue NE
- Route P6 on K Street NW between North Capitol Street and 5th Street
- Route X2 on H Street between 14th Street NE and 14th Street NW

### **REASON FOR CHANGE**

- Low ridership

### **PERFORMANCE MEASURES**

- 4% of average daily riders are affected as follows:

<b>Leave Ivy City</b>	<b>Weekday</b>	<b>Leave Ivy City</b>	<b>Saturday</b>	<b>Leave Ivy City</b>	<b>Sunday</b>
10:30 p.m.	9	10:18 p.m.	6	10:18 p.m.	5
11:00 p.m.	7	10:48 p.m.	8	10:48 p.m.	4
11:35 p.m.	5	11:18 p.m.	6	11:18 p.m.	6
12:10 a.m.	4	11:48 p.m.	3	11:48 p.m.	3
		12:18 a.m.	3	12:18 a.m.	3

<b>Leave Franklin Square</b>	<b>Weekday</b>	<b>Leave Franklin Square</b>	<b>Saturday</b>	<b>Leave Franklin Square</b>	<b>Sunday</b>
10:30 p.m.	11	10:13 p.m.	9	10:15 p.m.	7
11:00 p.m.	10	10:43 p.m.	10	10:45 p.m.	6
11:30 p.m.	8	11:13 p.m.	8	11:15 p.m.	8
12:05 a.m.	6	11:43 p.m.	11	11:45 p.m.	6
12:40 a.m.	5	12:13 a.m.	5	12:15 a.m.	6
		12:43 a.m.	6	12:45 a.m.	6



## **MACARTHUR BLVD-GEORGETOWN LINE – ROUTE D5**

### **BUDGET**

- \$279,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate service

### **ALTERNATIVE SERVICE**

- Routes 31, 33, 38B and DC Circulator between M Street NW in Georgetown and Farragut Square
- Route D6 between Sibley Hospital and Foxhall Road NW
- RideOn 23 service on Massachusetts Avenue (MD), Sangamore Road, MacArthur Boulevard and to Sibley Hospital
- RideOn 29 service on Massachusetts Avenue (MD) and Sangamore Road

### **REASON FOR CHANGE**

- Alternative services available

### **PRODUCTIVITY MEASURES**

- Average 340 riders per weekday
- Approximately 80 riders per weekday (24%) in the segments of the D5 route on MacArthur Boulevard, Sangamore Road and Massachusetts Avenue that are not served by routes 31, 33, 38B or D6

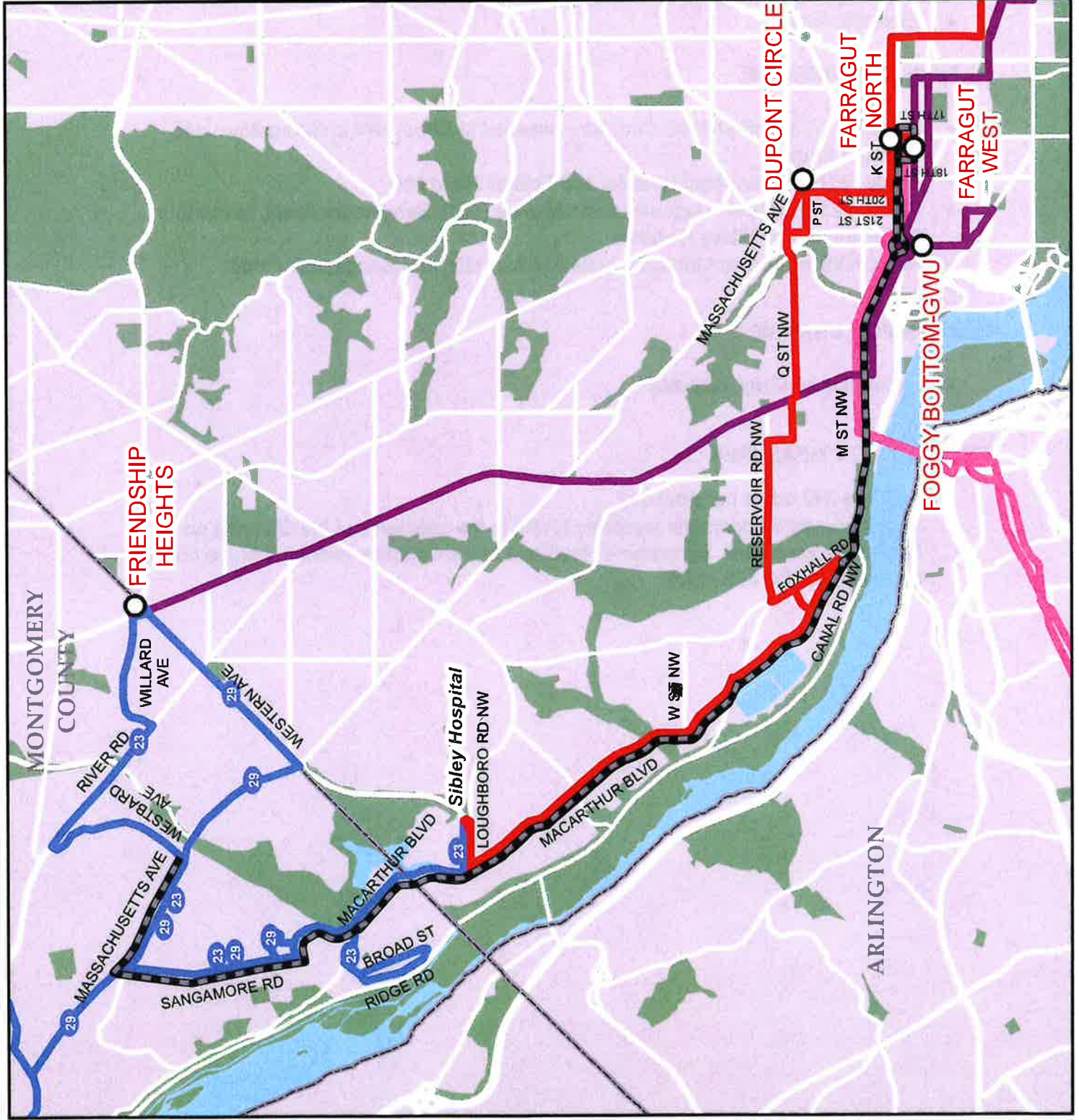
**D5**

**MacArthur Blvd-  
Georgetown Line**

**Proposed Route  
Elimination**

**Legend**

- Metrorail Stations
- Proposed to be eliminated D5
- Alternative D6 service
- Alternative RideOn 23 & 29 service
- Alternative 31, 33 service
- Alternative 38B service



## **SIBLEY HOSPITAL-STADIUM-ARMORY LINE – ROUTE D6**

### **BUDGET**

- \$ 56,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate the following last trips after midnight on weekdays and Saturdays:
  - Departing Stadium-Armory Metrorail Station 12:45 a.m. weekdays, 12:32 a.m. Saturdays
  - Departing Sibley Hospital 1:50 a.m. weekdays, 1:25 a.m. Saturdays

### **ALTERNATIVE SERVICE**

- Routes 31, 33 between Georgetown and downtown
- Metrorail Red Line between Dupont Circle, Farragut North, Metro Center, Judiciary Square and Union Station Metrorail stations
- Metrorail Blue, Orange and Silver lines between Metro Center and Stadium-Armory Metrorail stations

### **REASONS FOR CHANGE**

- Low ridership
- Availability of alternative service for some late-night trips

### **PERFORMANCE MEASURES**

- Average daily ridership on trips proposed for elimination:
  - Weekday
    - Leave Stadium-Armory 12:45 a.m.: 4 passengers
    - Leave Sibley Hospital 1:50 a.m.: 4 passengers
  - Saturday
    - Leave Stadium-Armory 12:32 a.m.: 4 passengers
    - Leave Sibley Hospital 1:25 a.m.: 2 passengers

## **IVY CITY-FORT TOTTEN LINE – ROUTE E2**

### **BUDGET**

- \$ 168,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate service after 10 p.m.

### **ROUTE/SEGMENT ELIMINATION**

- No replacement service after 10 p.m. in Ivy City, on 18th Street, South Dakota Avenue (south of 12th Street), Sargent Road and Gallatin Street NE

### **ALTERNATIVE SERVICE**

- Route 80 on South Dakota Avenue NE between Fort Totten Metrorail station and South Dakota Avenue & 12th Street NE

### **REASON FOR CHANGE**

- Low ridership

### **PERFORMANCE MEASURES**

- 3% of average daily riders are affected as follows:

<b>Leave Ivy City</b>	<b>Weekday</b>	<b>Leave Ivy City</b>	<b>Saturday</b>	<b>Leave Ivy City</b>	<b>Sunday</b>
10:24 p.m.	4	10:48 p.m.	3	10:35 p.m.	6
10:54 p.m.	3	11:30 p.m.	3	11:35 p.m.	4
11:24 p.m.	3	12:00 a.m.	2	12:35 a.m.	2
12:04 a.m.	3	12:30 a.m.	2		
		1:00 a.m.	2		

<b>Leave Fort Totten</b>	<b>Weekday</b>	<b>Leave Fort Totten</b>	<b>Saturday</b>	<b>Leave Fort Totten</b>	<b>Sunday</b>
10:30 p.m.	8	10:18 p.m.	7	11:05 p.m.	7
11:00 p.m.	6	11:06 p.m.	3	12:05 a.m.	7
11:45 p.m.	6	11:36 p.m.	5		
12:30 a.m.	3	12:06 a.m.	4		
		12:36 a.m.	2		



## **CHEVY CHASE LINE – ROUTE E6**

### **BUDGET**

- \$94,063 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate Route E6 and extend Route M4 from Pinehurst Circle to Knollwood Retirement Community

### **ALTERNATIVE SERVICE**

- See docket page for proposed Route M4 extension from Pinehurst Circle to Knollwood Retirement Community via Western Avenue, Oregon Avenue and Chestnut Streets NW

### **REASON FOR CHANGE**

- Eliminate inefficient service
- Public transit access from Knollwood Retirement Community to a Metrorail station can be maintained with M4 service

### **PERFORMANCE MEASURES**

- Average 300 riders per weekday
- Passengers per revenue hour: 11.6
- Farebox recovery: 16.3%
- On an average weekday:
  - 155 riders (52%) board Route E6 in the segment that would still be served by Route E4 and would be able to complete their current trips the same as today
  - 87 riders (29%) board in the segment that is proposed to be served by Route M4 and would be connected to Tenleytown Station and no longer have a direct connection to Friendship Heights Station
  - 58 riders (19%) board in the segment of Broad Branch Road and Western Avenue NW and would no longer have service

**E6**

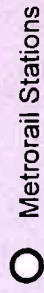
Chevy Chase Line

**M4**

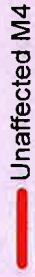
Nebraska Avenue  
Line

Proposed Route  
Restructuring

**Legend**



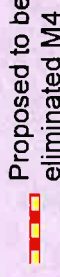
Metrorail Stations



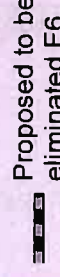
Unaffected M4



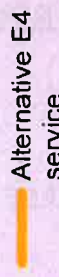
Proposed M4  
extensions



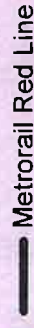
Proposed to be  
eliminated M4



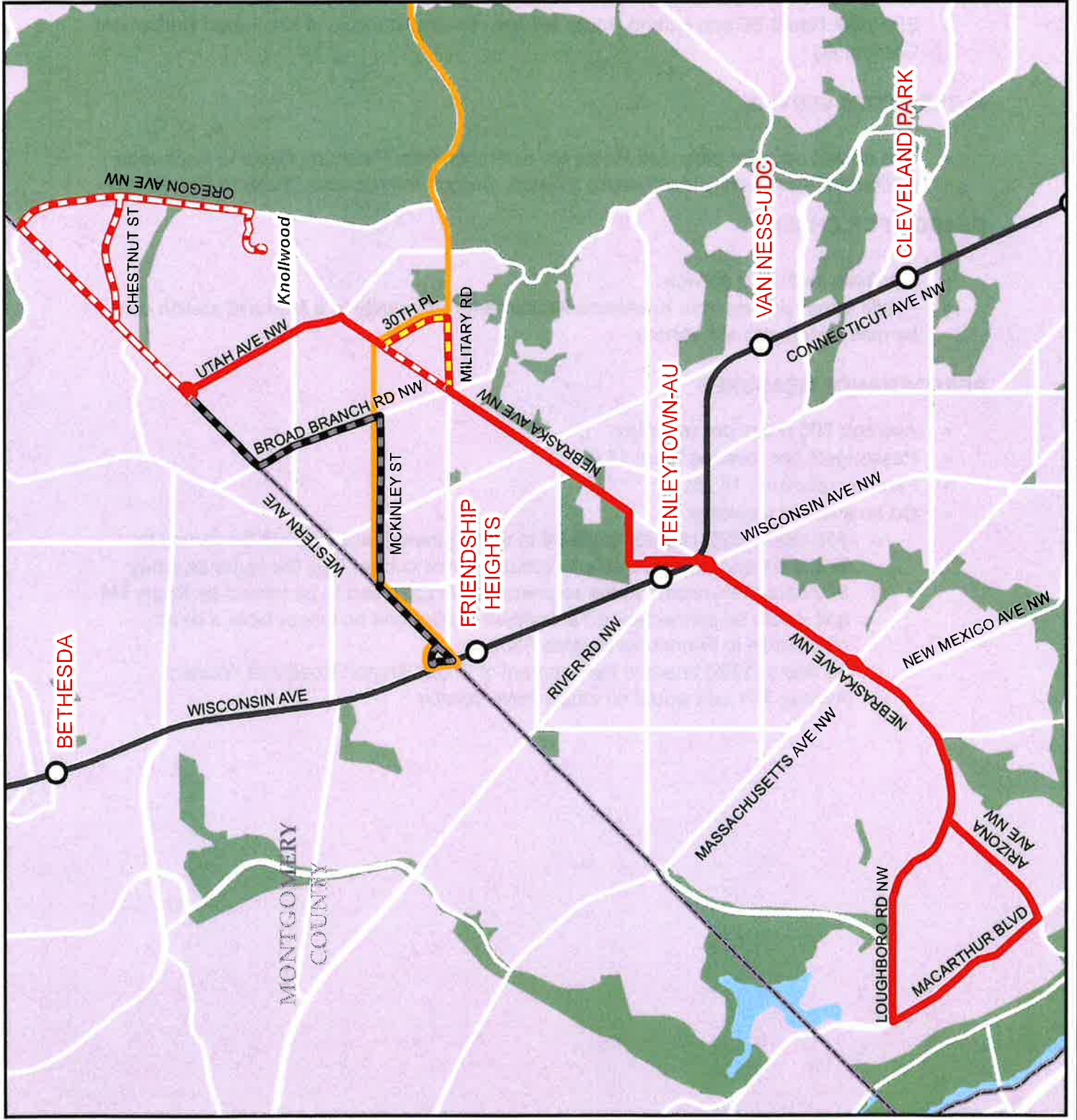
Proposed to be  
eliminated E6



Alternative E4  
service



Metrorail Red Line



## **P STREET-LEDROIT PARK LINE – ROUTE G2**

### **BUDGET**

- No subsidy impact for Route G2 as long as implemented in conjunction with proposed Route D2 consolidation

### **PROPOSED CHANGE**

- Combine existing routes D2 and G2 into one route that operates as existing G2 service between LeDroit Park and Dupont Circle, and as existing D2 service between Dupont Circle and Glover Park
- Rename this service the Glover Park-LeDroit Park Line
- Operate service approximately every 9 minutes in the weekday peak-period, and every 25 minutes in weekday off-peak periods
- Operate service approximately every 12 minutes on Saturdays and 14 minutes on Sundays

### **NEW CONNECTIONS**

- Glover Park to the Logan Circle and LeDroit Park neighborhoods

### **ROUTE/SEGMENT ELIMINATION**

- P Street NW between 22nd and 37th Streets NW; Prospect Street NW between 35th & 37th Streets NW; 35th Street between Prospect Street and O Street NW; O Street between 35th Street and Wisconsin Avenue; Dumbarton Street between Wisconsin Avenue and 28th Street NW; 28th Street between Dumbarton Street and P Street NW

### **ALTERNATIVE SERVICE**

- Routes 31 and 33 on Wisconsin Avenue & O Street, N Street, and P Street NW
- Route G2 (as proposed) on Q Street between Dupont Circle and 35th Street NW

### **REASON FOR CHANGE**

- Consolidate all services operating between Dupont Circle and Wisconsin Avenue into one alignment on Q Street NW, which would allow customers to wait at Q Street bus stops for multiple services
- Eliminate inefficiencies of operating services one block from each other on P and Q Streets NW
- Eliminate turns that are difficult for buses to safely maneuver when private vehicles park too close to intersections in Georgetown

## **PERFORMANCE MEASURES**

- On an average weekday, 580 riders (32%) board a G2 bus in the segment West of Dupont Circle that is proposed to be eliminated. 145 of those riders (8% of total weekday ridership) use stops within one block of the proposed new G2 service on Q Street NW
- On an average weekday, 385 riders (21%) use the Georgetown University stop at 37th & O Streets NW. This stop is located 0.4 miles from the closest Route D6 stop at Q & 35th Streets NW, and 0.5 miles from the closest Routes 31 and 33 stop at Wisconsin Avenue & M Street NW



**D2**

Glover Park-Dupont  
Circle Line

**G2**

P Street-LeDroit  
Park Line

Proposed Route  
Restructuring

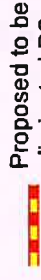
### Legend



Metrorail Stations



Proposed new G2



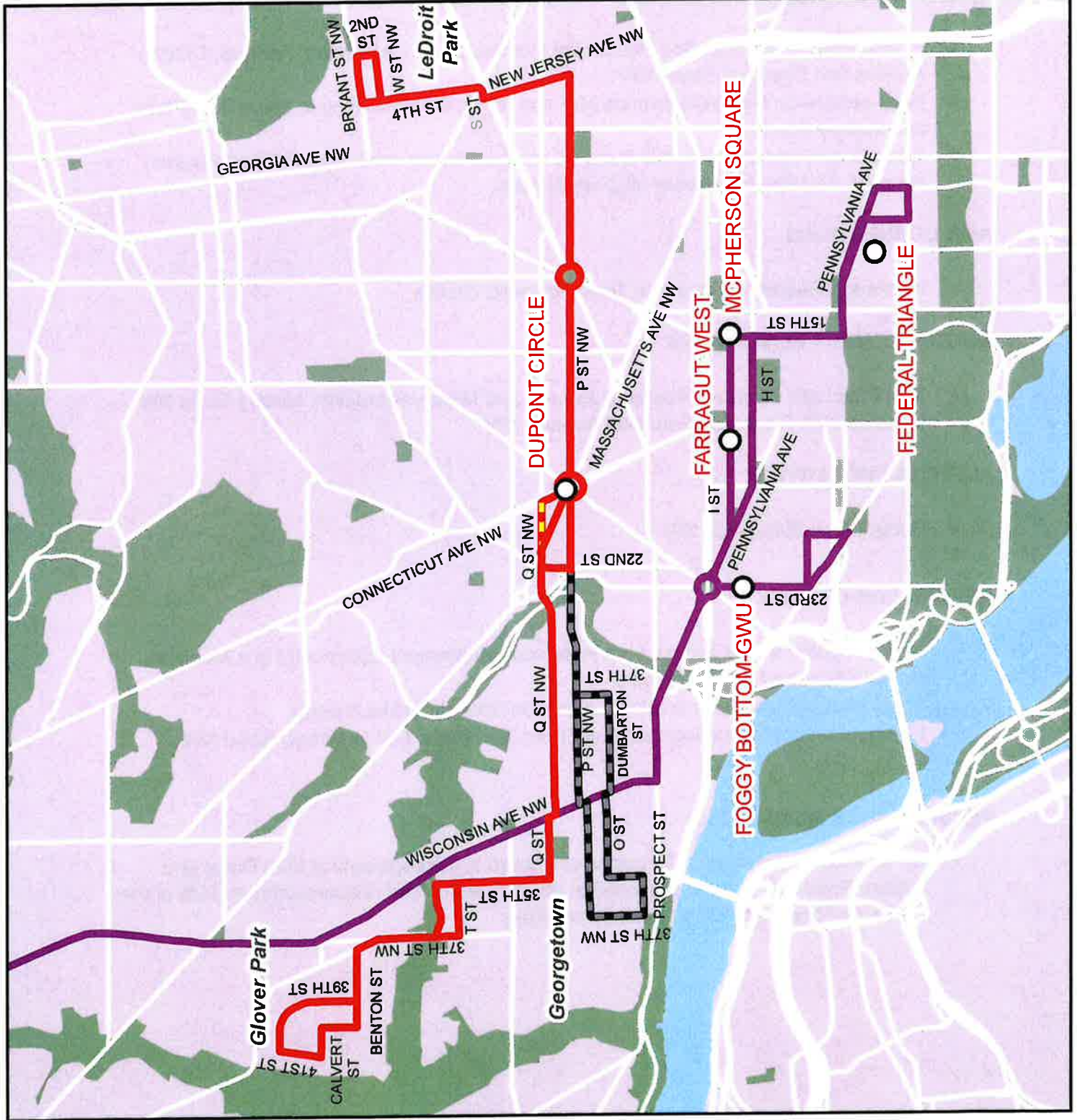
Proposed to be  
eliminated D2



Proposed to be  
eliminated G2



Alternative 31, 33  
service



## **NEBRASKA AVENUE LINE – ROUTE M4**

### **BUDGET**

- No subsidy impact for Route M4 as long as implemented in conjunction with proposed Route E6 consolidation

### **PROPOSED CHANGE**

- Extend service to Knollwood Retirement Community to via Western Avenue, Oregon Avenue and Chestnut Street NW
- Keep service on Nebraska Avenue NW and rather than deviating to serve 30th Place and Military Road NW
- Operate service approximately every 15 minutes during weekday peak periods and every 35 minutes in weekday off-peak periods

### **NEW CONNECTIONS**

- Knollwood Retirement Home to Tenleytown-AU Station

### **ROUTE/SEGMENT ELIMINATION**

- 30th Place NW between Nebraska Avenue and Military Road NW; Military Road NW between 30th Place and Nebraska Avenue NW

### **ALTERNATIVE SERVICE**

- Route E4 on 30th Place NW

### **REASON FOR CHANGE**

- Maintain public transit access from Knollwood Retirement Community to a Metrorail station if Route E6 is eliminated
- Streamline service by eliminating a deviation from Nebraska Avenue
- Eliminate an unsafe turning maneuver from 30th Place NW to Military Road NW

### **PERFORMANCE MEASURES**

- On an average weekday, 122 customers board in the segments of 30th Place and Military Road NW that are proposed to be eliminated. This is approximately 10% of the 1,249 total boardings on an average weekday.



**E6**

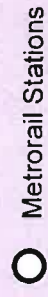
Chevy Chase Line

**M4**

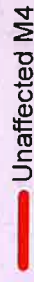
Nebraska Avenue Line

Proposed Route Restructuring

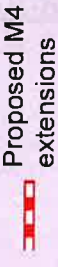
**Legend**



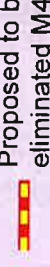
Metrorail Stations



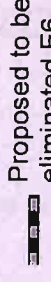
Unaffected M4



Proposed M4 extensions



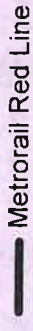
Proposed to be eliminated M4



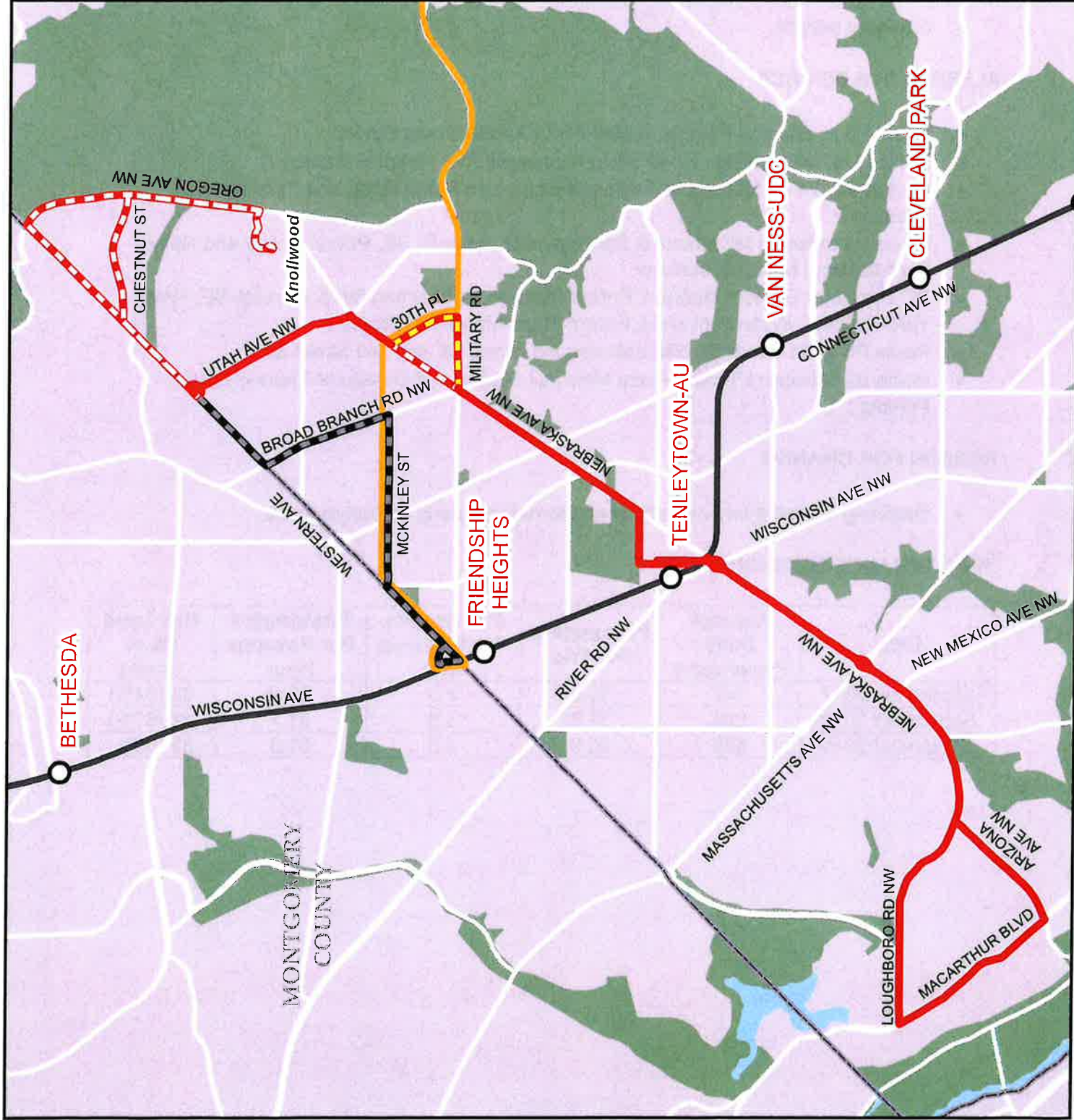
Proposed to be eliminated E6



Alternative E4 service



Metrorail Red Line



## **BENNING HEIGHTS-M STREET LINE – ROUTE V1**

### **BUDGET**

- \$743,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate service

### **ALTERNATIVE SERVICE**

- Route V8 in Benning Heights to Minnesota Ave Metrorail Station
- Routes U5, U6 on Ridge Road SE to Minnesota Ave Metrorail Station
- Routes V2, V4 on Minnesota Avenue SE between Ridge Road and Pennsylvania Avenue
- Route V4 between Minnesota & Pennsylvania avenues SE, Potomac Ave and Navy Yard-Ballpark Metrorail stations
- DC Circulator Eastern Market-L'Enfant Plaza route between 8th & I streets SE, Navy Yard-Ballpark, Waterfront and L'Enfant Plaza Metrorail stations
- Route P6 on M Street SE-SW between 8th Street SE and 3rd Street SW
- Route 52 between L'Enfant Plaza Metrorail Station and Bureau of Engraving and Printing

### **REASON FOR CHANGE**

- Declining ridership and availability of alternatives along the entire route

### **PERFORMANCE MEASURES**

<b>Date</b>	<b>Average Daily Passengers</b>	<b>Passengers Per Trip</b>	<b>Passengers Per Revenue Mile</b>	<b>Passengers Per Revenue Hour</b>	<b>Max Load (% of Seats)</b>
September 2017	747	32.5	4.3	26.9	33 (84%)
September 2018	694	30.2	3.9	31.7	32 (81%)
September 2019	695	29.9	3.8	31.3	33 (83%)

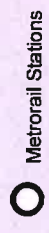


**V1**

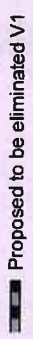
**Benning Heights-  
M Street**

**Proposed  
Route Elimination**

**Legend**



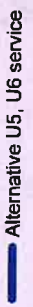
Metrorail Stations



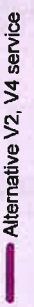
Proposed to be eliminated V1



Alternative P6 service



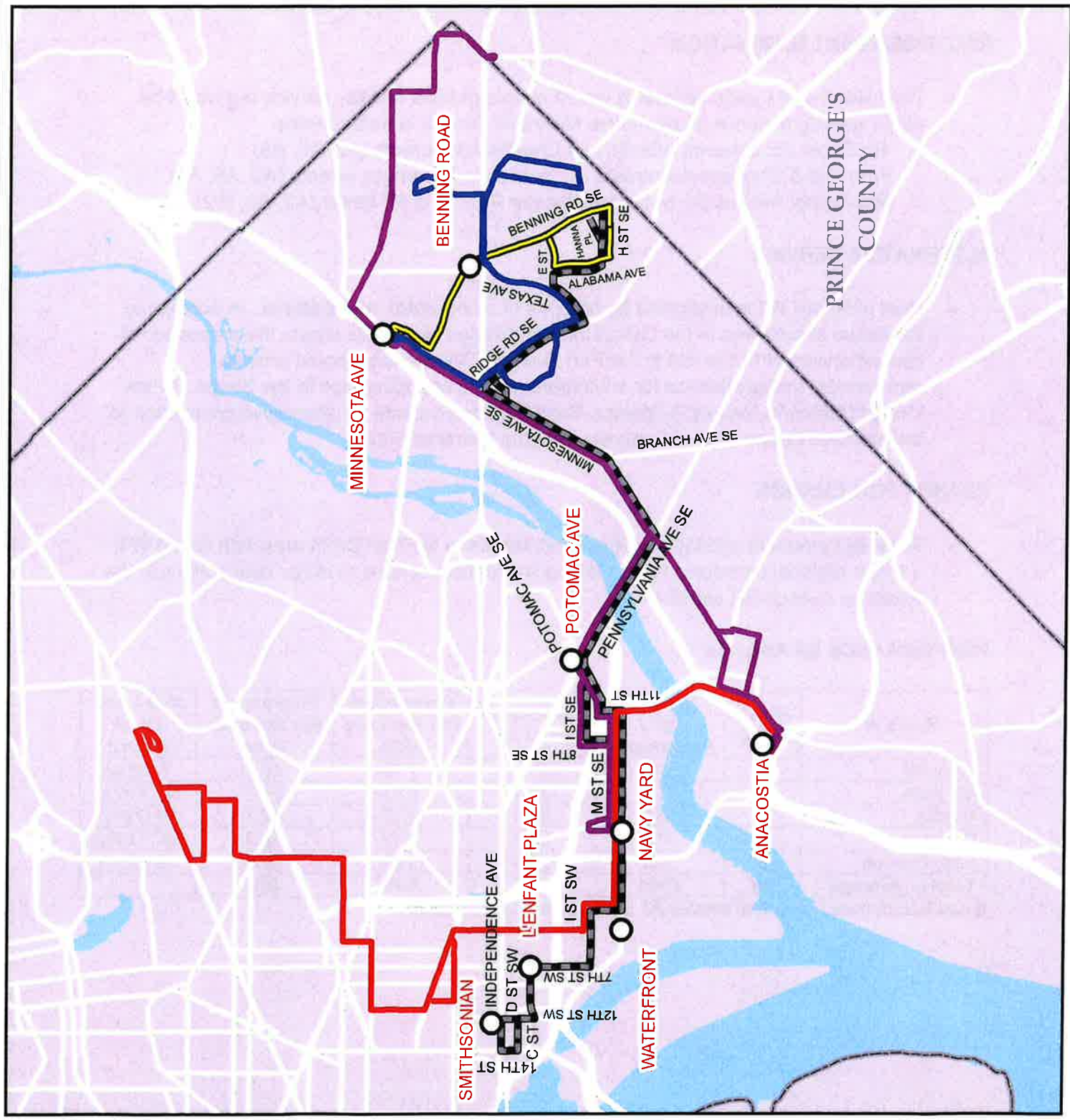
Alternative U5, U6 service



Alternative V2, V4 service



Alternative V8 service



## **SHIPLEY TERRACE-FORT DRUM LINE – ROUTE W1**

### **BUDGET**

- \$ 293,000 DECREASE in subsidy

### **PROPOSED CHANGE**

- Eliminate midday service

### **ROUTE/SEGMENT ELIMINATION**

- The following W1 route segments would no longer have midday service but would be within walking distance of alternative Metrobus service in parentheses:
  - 4th Street SE between Atlantic and Chesapeake streets (A2, A6, A8)
  - From 6th & Chesapeake streets SE to Atlantic & Barnaby streets (A2, A6, A8)
  - Mississippi Avenue SE between Wheeler Road and 6<sup>th</sup> Street (A2, A6, W2)

### **ALTERNATIVE SERVICE**

- Most of Route W1 is duplicated by portions of other routes noted above. In addition to the above alternatives in the Livingston/Washington Highlands areas, the proposed full-time extension of Route W4 to the Fort Drum/DC Village area would provide replacement midday service for customers making shopping trips to the Shops at Park Village (Alabama Avenue & Stanton Road SE), and provide an alternative connection to the Metrorail Green Line at Congress Heights Metrorail Station.

### **REASON FOR CHANGE**

- Replace infrequent midday neighborhood service in the Fort Drum area with Route W4, a major regional crosstown route making similar connections to major destinations in the Alabama Avenue SE corridor

### **PERFORMANCE MEASURES**

Route W1	No. of Trips	Average Daily Passengers	Passengers Per Trip	Passengers Per Revenue Mile	Passengers Per Revenue Hour	Max Load (% of Seats)*
Early AM	2	14	7.1	1.19	10.7	7 (25%)
AM Peak	19	711	37.4	6.23	58.3	32 (116%)
<b>Midday</b>	<b>22</b>	<b>551</b>	<b>25.0</b>	<b>4.17</b>	<b>42.7</b>	<b>23 (79%)</b>
PM Peak	21	773	36.8	6.12	55.3	33 (119%)
Early Evening	5	103	20.5	3.41	36.8	16 (58%)
<b>Total or Average</b>	<b>69</b>	<b>2,151</b>	<b>31.2</b>	<b>5.19</b>	<b>49.8</b>	

\*Load factors based on use of smaller 30' buses (average: 29 seats)

## **UNITED MEDICAL CENTER-ANACOSTIA LINE – ROUTES W2, W3**

### **BUDGET**

- No impact on subsidy

### **PROPOSED CHANGES**

- Reroute to serve all westbound stops and two eastbound stops on Malcolm X Avenue SE between Martin Luther King, Jr. Avenue and South Capitol Street to replace Route W4
- Eliminate the Route W3 weekday and Saturday midday loop passing Good Hope Marketplace shopping center (Safeway) at Alabama Avenue & Good Hope Road SE. All midday trips would be changed to operate as W2 trips and would stay on Naylor Road at Alabama Avenue, serving Good Hope Marketplace shopping center at stops along Naylor Road SE.

### **ROUTE/SEGMENT ELIMINATION**

- Between Anacostia Metrorail station and Washington Overlook, Route W2 would operate on Firth Sterling Avenue, South Capitol Street and Malcolm X Avenue, and would no longer operate on Martin Luther King, Jr. Avenue between Anacostia Metrorail Station and Mellon Street SE

### **ALTERNATIVE SERVICE**

- Routes A2, A6, A7, A8 and *MetroExtra* A9 would continue to serve Martin Luther King, Jr. Avenue between Anacostia Metrorail Station and Mellon Street/Malcolm X Avenue
- Route W2 stops at Naylor Road & Alabama Avenue SE are one block from the Safeway at Good Hope Marketplace shopping center

### **REASONS FOR CHANGE**

- Rerouting over South Capitol Street and Malcolm X Avenue to Washington Overlook maintains service to most stops on Malcolm X Avenue that would no longer be served by Route W4. The rerouting also maintains service to Anacostia Metrorail Station for Joint Base Anacostia-Bolling employees at the Malcolm X Avenue & South Capitol Street stops.
- Midday Route W2 trips are rerouted and designated as Route W3 passing the Safeway at Good Hope Marketplace along Alabama Avenue SE. These trips will be changed to route W2 trips serving the Safeway at Good Hope Marketplace at stops along Naylor Road at Alabama Avenue SE.

## PERFORMANCE MEASURES

- Route W2, W3, W4 stop usage on Malcolm X Avenue SE. Most of these stops would be served by rerouted W2 trips:

Malcolm X Avenue SE at (Stop #):		Weekday		Saturday		Sunday	
		On	Off	On	Off	On	Off
South Capitol Street (1000163)	Eastbound	31	20	12	5	9	2
South Capitol Street (1000172)#	Westbound	22	14	11	3	5	3
2 <sup>nd</sup> Street (1000162)	Eastbound	35	32	22	12	20	9
2 <sup>nd</sup> Street (1000169)	Westbound	35	25	18	11	16	15
Oakwood Street (1000164)	Eastbound	31	26	14	11	10	6
Oakwood Street (1000168)*	Westbound	45	40	31	25	24	21
Martin Luther King, Jr. Ave. (1000166)**	Eastbound	366	55	199	36	151	17
Martin Luther King, Jr. Ave. (1000167)*	Westbound	98	208	57	133	38	107
<b>Total</b>		<b>663</b>	<b>420</b>	<b>364</b>	<b>236</b>	<b>273</b>	<b>73</b>

\*Includes current Route W2, W3 usage at these stops

\*\*This stop, currently a transfer stop between routes A2-9 and W4, would be eliminated

#This stop located on South Capitol Street, north of Malcolm X Avenue

- Route W3 stop usage on the Good Hope Marketplace (Safeway) loop:

Good Hope Marketplace (Stop #)	Weekday		Saturday	
	On	Off	On	Off
Alabama Avenue SE & Good Hope Road (1000323)	15	46	13	45
Alabama Avenue SE & 30 <sup>th</sup> Street (1000332)	4	4	2	3
<b>Total</b>	<b>19</b>	<b>50</b>	<b>15</b>	<b>48</b>

Route W3 operates a one-way loop on Alabama Avenue, 30th Street and Denver Street. Eastbound and westbound buses serve the same stops. Route W2 would serve Good Hope Marketplace at stops along Naylor Road SE



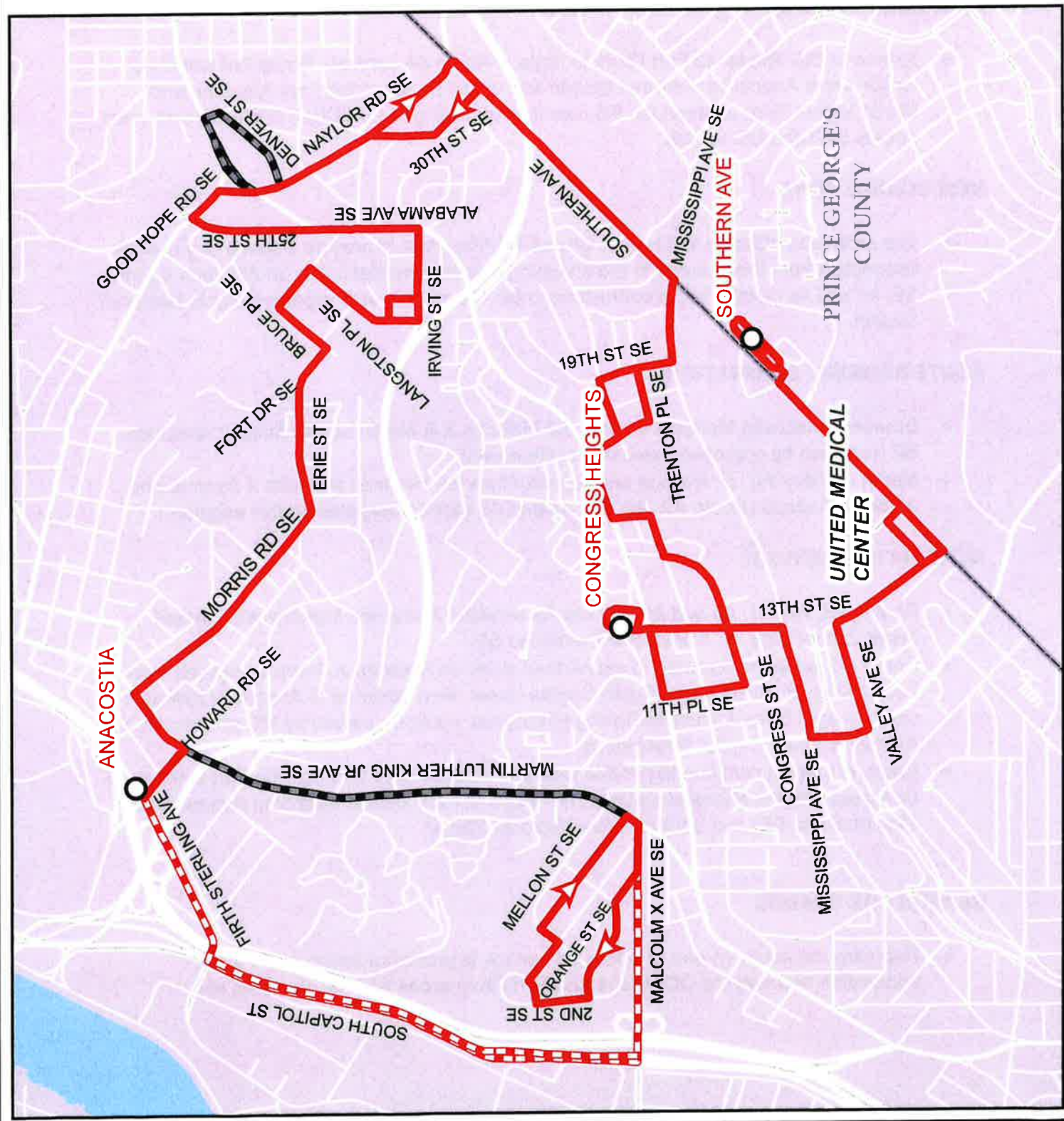
**W2,3**

**United Medical  
Center-Anacostia  
Line**

**Proposed Route  
Restructuring**

**Legend**

- Metrorail Stations
- W2,3
- Proposed W2,3 Extension
- Proposed to be Eliminated W2,3



## **DEANWOOD-ALABAMA AVENUE LINE – ROUTE W4**

### **BUDGET**

- \$681,000 INCREASE in subsidy (allowing for a \$1,309,000 net subsidy decrease on routes A4 and W5)

### **PROPOSED CHANGE**

- Extend to DC Village via Fort Drum to replace Route A4 service. Route W4 would no longer serve Anacostia Metrorail Station and would be extended from Alabama and Martin Luther King, Jr. avenues SE over the A4 routing to Fort Drum (Irvington and Joliet streets SW) and DC Village.

### **NEW CONNECTIONS**

- The extension of Route W4 to Fort Drum/DC Village would provide a seven day a week connection from those areas to the shopping and commercial areas on Alabama Avenue SE, as well as maintaining a connection to the Green Line at Congress Heights Metrorail Station.

### **ROUTE/SEGMENT ELIMINATION**

- Between Anacostia Metrorail station and Malcolm X & Martin Luther King, Jr. avenues SE (replaced by proposed extension of Route W2)
- Martin Luther King, Jr. Avenue and Randle Place SE between Malcolm X Avenue and Alabama Avenue (Route A2, A6, A7, A8 and A9 service operates on this segment)

### **ALTERNATIVE SERVICE**

- Routes A2, A6, A7, A8 and *MetroExtra* A9 between Anacostia Metrorail station and Martin Luther King, Jr. & Malcolm X avenues SE
- Route W2 would be rerouted to serve most stops on Malcolm X Avenue between Martin Luther King, Jr. Avenue and South Capitol Street, then continue to Anacostia Metrorail station. Joint Base Anacostia-Bolling employees would be served by W2 at Malcolm X Avenue & South Capitol Street stops.
- Route W1 would continue to provide weekday peak service between the Fort Drum area, Congress Heights Metrorail station, The Shops at Park Village (Alabama Avenue and Stanton Road SE) and Southern Ave Metrorail Station

### **REASON FOR CHANGE**

- Replaces the southern end of Route A4 service to provide a seven day a week connection between the DC Village and Fort Drum areas and the shopping and

commercial areas on Alabama Avenue SE, as well as a connection to the Green Line at Congress Heights Metrorail Station.

## PERFORMANCE MEASURES

	Average Daily Passengers	Passengers Per Trip	Passengers Per Revenue Mile	Passengers Per Revenue Hour	Max Load (% of Seats)
Weekday	8,419	61.9	5.7	52.4	59 (115%)
Saturday	4,687	48.3	4.5	44.0	43 (110%)
Sunday	3,427	44.5	4.1	44.3	41 (105%)

- Impacts of service proposal on current passengers:

Ridership Segment	Passengers Affected						Alternative Service	Metrorail Green Line Access
	Weekday		Saturday		Sunday			
	On	Off	On	Off	On	Off		
W4 passengers between Malcolm X Avenue SE and Anacostia Metrorail station (route segment eliminated)	712*	889	370*	711	239*	536	A2,6,7,8, MetroExtra A9, W2	Anacostia (using alternatives)
Current A4 passengers between Martin Luther King, Jr. Avenue & 5th Street/Alabama Avenue SE and Martin Luther King, Jr. Avenue/South Capitol & Atlantic Streets SW (proposed W4 extension to replace A4 service)	654	417	168	186	161	88	A2,8, MetroExtra A9, W4	Congress Heights (W4), Anacostia (A2,8, MetroExtra A9)
Current A4 passengers between Martin Luther King, Jr. Avenue & Brandywine Street SW and Fort Drum/DC Village (proposed W4 extension to replace A4 service)	1,115	1,179	237	536	198	423	W4 (seven days a week), W1 (Fort Drum, weekday peak)	Congress Heights**

\*An additional 366 weekday, 203 Saturday, 151 Sunday passengers boarding at Malcolm X & Martin Luther King, Jr. avenues (stop 1000166) would have to transfer between Route W4 and "A" buses two blocks south at Martin Luther King, Jr. Avenue & 5th Street/Alabama Avenue. Stop 1000166 (at Shepherd Park, across from Popeye's) would be eliminated.

\*\*DC Village/Fort Drum passengers who want to continue to access Metrorail at Anacostia would transfer from proposed Route W4 DC Village/Fort Drum service to Route A2, A6, A7, A8 between South Capitol & Atlantic streets and Martin Luther King, Jr. Avenue & 5th Street/Alabama Avenue SE (MetroExtra A9 only makes designated stops in this segment)

- Routes W2, W3, W4 stop usage on Malcolm X Avenue SE. Most of these stops would be served by rerouted W2 trips:

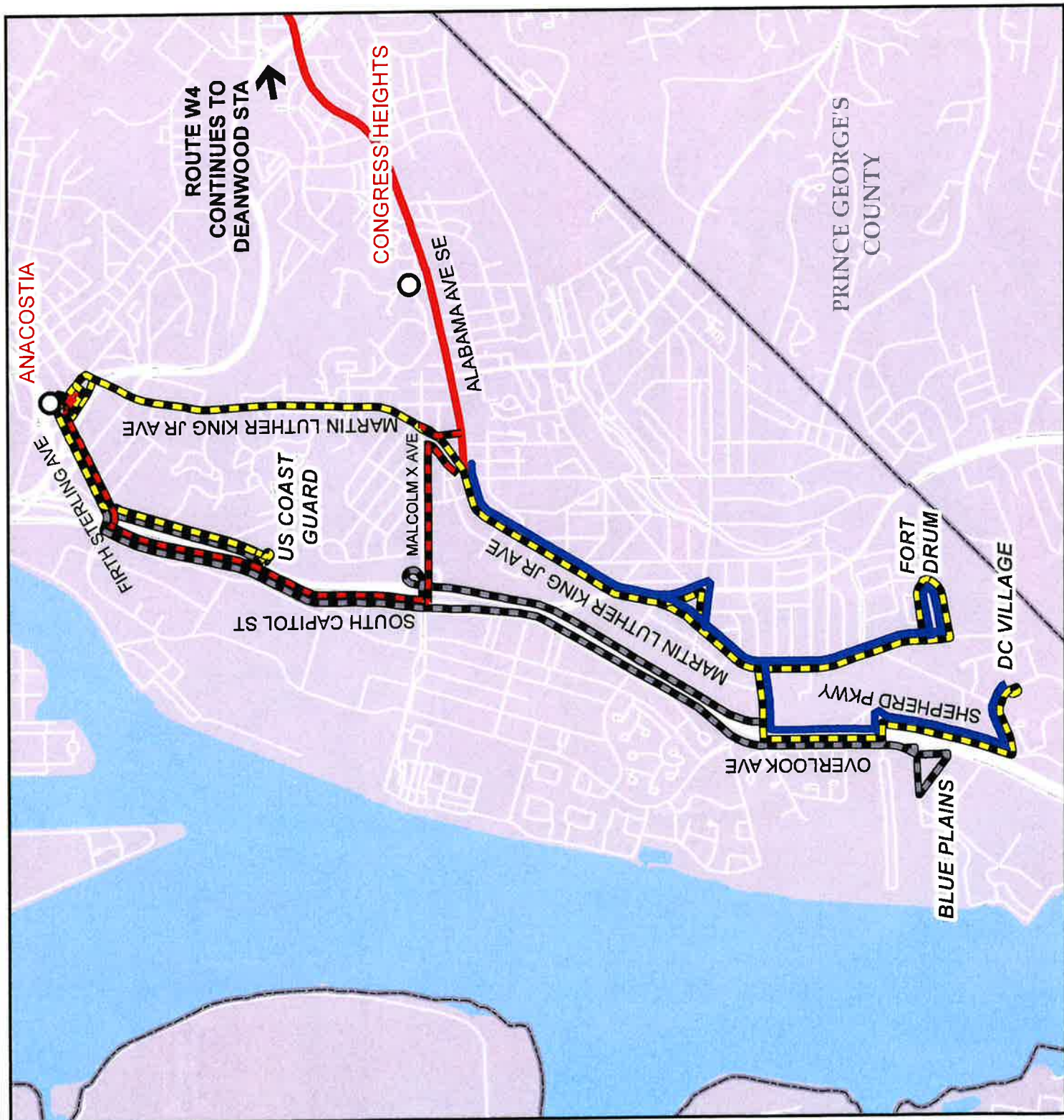
Malcolm X Avenue SE at (Stop #):		Weekday		Saturday		Sunday	
		On	Off	On	Off	On	Off
South Capitol Street (1000163)	Eastbound	31	20	12	5	9	2
South Capitol Street (1000172) #	Westbound	22	14	11	3	5	3
2 <sup>nd</sup> Street (1000162)	Eastbound	35	32	22	12	20	9
2 <sup>nd</sup> Street (1000169)	Westbound	35	25	18	11	16	15
Oakwood Street (1000164)	Eastbound	31	26	14	11	10	6
Oakwood Street (1000168)*	Westbound	45	40	31	25	24	21
Martin Luther King, Jr. Ave. (1000166)**	Eastbound	366	55	199	36	151	17
Martin Luther King, Jr. Ave. (1000167)*	Westbound	98	208	57	133	38	107
<b>Total</b>		<b>663</b>	<b>420</b>	<b>364</b>	<b>236</b>	<b>273</b>	<b>73</b>

\*Includes current Route W2, W3 usage at these stops

\*\*This stop, currently a transfer stop between A2-9 and W4, would be eliminated

#This stop located on South Capitol Street, north of Malcolm X Avenue





**A4, W5**

Anacostia  
Fort Drum Line

**W4**

Deanwood  
Alabama Ave  
Line

Proposed Route  
Restructuring

**Legend**

- Metrorail Stations
- Proposed to be Eliminated A4
- W4
- Proposed W4 Extension
- Proposed to be Eliminated W4
- Proposed to be Eliminated W5





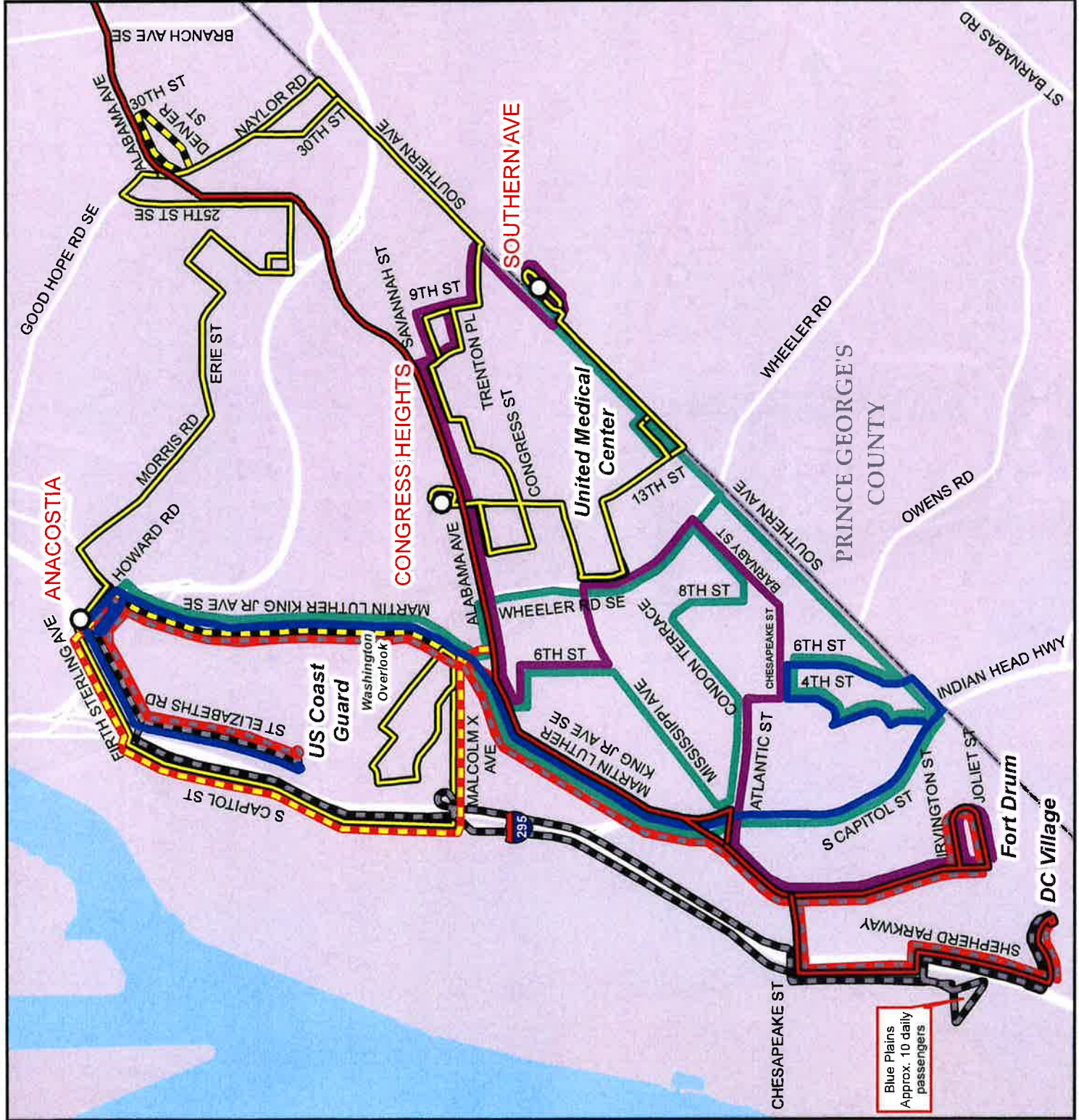
# Proposed Southeast DC Restructuring

## Legend

-  Metrorail Stations
-  Unaffected A2, A6, A7
-  Proposed to be Eliminated A4
-  Proposed A8
-  Proposed W4
-  Proposed to be Eliminated W1 midday service
-  Proposed W2
-  Proposed to be Eliminated W3 segment
-  Proposed to be Eliminated W4 segment
-  Proposed to be Eliminated W5



0 0.25 0.5 Miles



Blue Plains  
Approx. 10 daily  
passengers

## **BENNING ROAD LINE – ROUTES X1, X3**

### **BUDGET**

- \$ 852,000 DECREASE in subsidy for routes X1 and X3 (\$377,000 net subsidy decrease with segment replacement on Route X8 and additional capacity on Route X2)

### **PROPOSED CHANGE**

- Eliminate service, except for the afternoon eastbound trip leaving KIPP-DC College Prep School at 4:10 p.m.

### **ALTERNATIVE SERVICE**

- Proposed extension of some weekday peak Route X8 trips to Potomac Park and Foggy Bottom-GWU Metrorail Station
- Additional peak service on Route X2 in the Benning Road-H Street corridor
- DC Streetcar service between Benning Road & Oklahoma Avenue NE and Union Station
- Routes 90, 92 between Florida Avenue & 8th Street, NE, NoMa-Gallaudet U and U Street Metrorail stations, Adams Morgan and Duke Ellington Bridge
- Route 96 for X3 passengers with trips entirely west of New Jersey Avenue

### **REASON FOR CHANGE**

- Availability of alternative service, including proposed extension of some Route X8 weekday peak trips to Potomac Park and Foggy Bottom-GWU Metrorail Station

### **PERFORMANCE MEASURES**

	Route	Average Daily Passengers	Passengers Per Trip	Passengers Per Revenue Mile	Passengers Per Revenue Hour	Max Load (% of Seats)
September 2017	X1	744	41.4	6.3	37.8	37 (90%)
	X3	500	35.7	5.9	32.2	45 (109%)
September 2018	X1	698	41.1	6.2	47.4	39 (94%)
	X3	469	33.5	5.5	35.5	32 (80%)
September 2019	X1	697	41.0	6.2	47.2	41 (105%)
	X3	460	32.9	5.4	36.6	30 (77%)

- 501 riders (42%) would still be able to make exact same trips on other services
- 666 riders (56%) would require one additional transfer to complete current trip
- 22 riders (2%) may have to walk an additional 0.2 miles to a bus stop
- Impacts of service proposal on current riders by route segment are as follows:

	<b>Alternative Service</b>	<b>Passengers Impacted</b>	<b>Impact</b>
X1 passengers between Minnesota Ave Metrorail station and North Capitol St & Massachusetts Ave NW	X2, <i>MetroExtra</i> X9; (80, 96, D8 on N Capitol St)	302 (43% of X1)	Exact same trip can be made on alternate services
X1 passengers between North Capitol St & Massachusetts Ave NW and Potomac Park/ Foggy Bottom-GWU Metrorail station	X8 extended trips to Potomac Park/Foggy Bottom-GWU Metrorail Station*	396 (57% of X1)	One transfer would be required to complete trip
X3 passengers between Minnesota Ave Metrorail station and Florida Ave & Holbrook St NE**	X2, <i>MetroExtra</i> X9	72 (16% of X3)	Exact same trip can be made on alternate services
X3 passengers on Florida Ave between Trinidad Ave and West Virginia Ave NE***	None	22 (5% of X3)	Some riders would have to walk up to 0.2 miles to alternate stop
X3 passengers between Florida Ave & 8th St NE and Duke Ellington Bridge	90, 92	270 (59% of X3)	One transfer would be required to complete trip
X3 passengers with trips entirely west of New Jersey Avenue	96	69 (15% of X3)	Exact same trip can be made on alternate services
X3 passengers with trips entirely east of Bladensburg Road	X2	58 (13% of X3)	Exact same trip can be made on alternate services

\*Transfer to X8 at Maryland Ave & 14th St NE (one block from routes X2 and X9 at H & 14th streets NE), or the vicinity of Union Station (North Capitol & E streets)

\*\*Florida Ave & Holbrook St is one block from routes X2 and X9 at H & 14th streets NE

\*\*\*These are X3-only stops that would be eliminated, with alternative service available at stops within 0.2 miles



**X1, X3**

**Benning Road Line**

**X8**

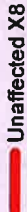
**Maryland Ave Line**

**Proposed  
Route Elimination**

**Legend**



Metrorail Stations



Unaffected X8



Proposed X8 extension



Proposed to be eliminated X3



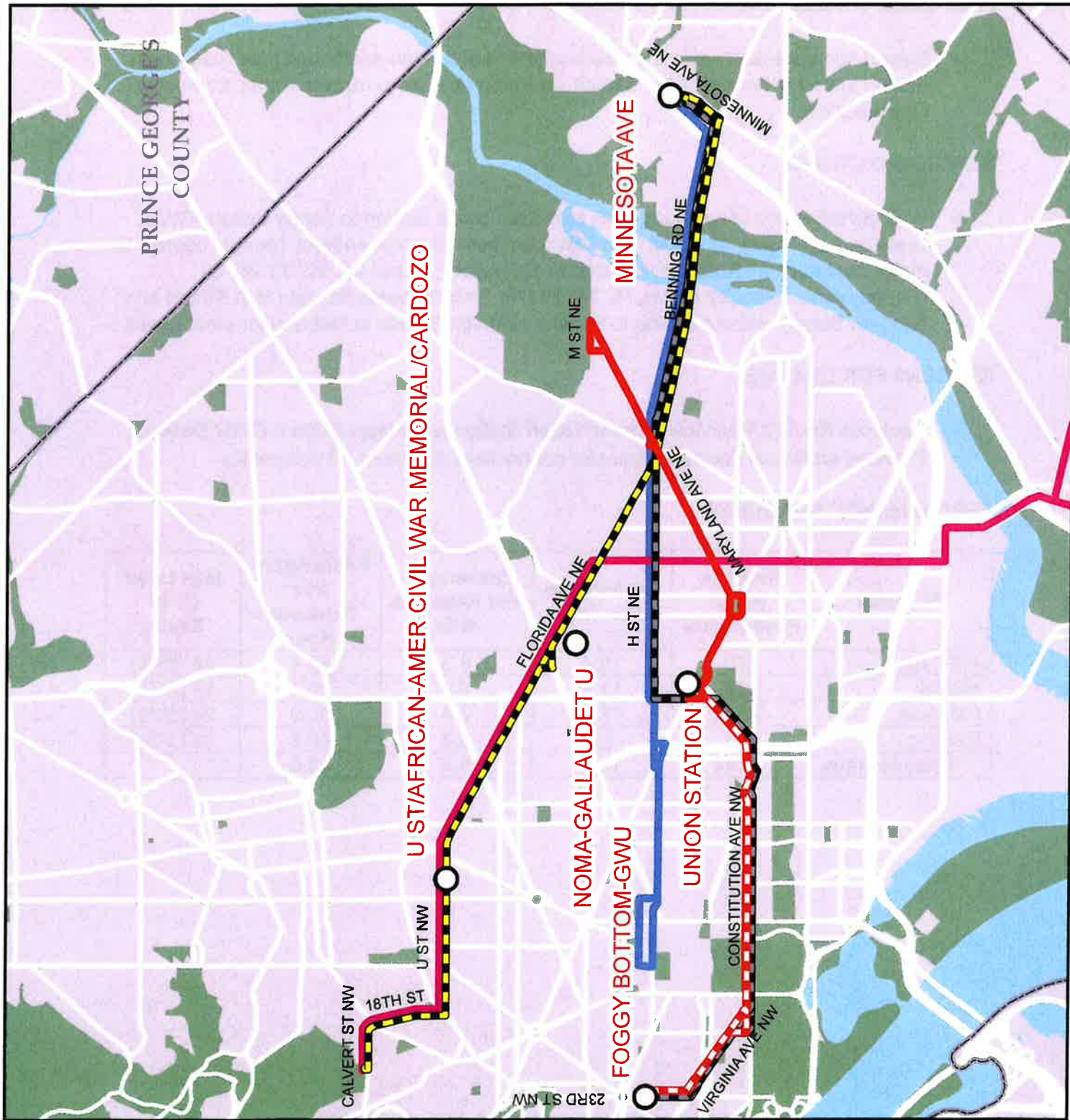
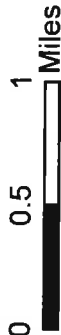
Proposed to be eliminated X1



Alternative 90, 92 service



Alternative X2 service



## **MARYLAND AVENUE LINE – ROUTE X8**

### **BUDGET**

- \$175,000 INCREASE in subsidy (allowing for a \$377,000 net subsidy decrease on routes X1 and X3)

### **PROPOSED CHANGE**

- Extend some weekday morning westbound and afternoon eastbound trips from Union Station to Foggy Bottom-GWU Station via Potomac Park to replace Route X1 west of Union Station

### **NEW CONNECTIONS**

- With the extension of weekday peak trips from Union Station to Foggy Bottom-GWU, customers on Route X8 would have new connections in the Federal Triangle corridor to major lines such as Route P6 (Anacostia-Eckington); routes 31, 32, 33, 36, 39 (Pennsylvania Avenue); routes 70, 74, 79 (7th Street); routes S2, S4 (16th Street) and 52 (14th Street), without having to transfer at Union Station to Metrorail or other buses.

### **REASONS FOR CHANGE**

- Replaces Route X1 service between Union Station and Foggy Bottom-GWU Station
- Provides additional downtown transfer connections for Route X8 customers

### **PERFORMANCE MEASURES**

<b>Weekday</b>	<b>Average Daily Passengers</b>	<b>Passengers Per Trip</b>	<b>Passengers Per Revenue Mile</b>	<b>Passengers Per Revenue Hour</b>	<b>Max Load (% of Seats)</b>
AM Peak	370	15.4	6.3	46.1	26 (65%)
Midday	226	11.9	4.9	35.4	13 (31%)
PM Peak	411	17.9	7.4	50.0	24 (60%)
Evening	101	9.2	3.8	30.2	14 (34%)
<b>Total/Average</b>	<b>1,108</b>	<b>14.4</b>	<b>5.9</b>	<b>42.6</b>	

- The proposed elimination of Route X1 would add 396 daily passengers to extended Route X8 peak trips west of Union Station. With this extension, estimated peak performance measures would be as follows:

<b>Weekday</b>	<b>Average Daily Passengers*</b>	<b>Passengers Per Trip</b>	<b>Passengers Per Revenue Mile</b>	<b>Passengers Per Revenue Hour</b>	<b>Max Load (% of Seats)</b>
<b>AM Peak</b>	<b>628</b>	<b>26.2</b>	<b>6.8</b>	<b>62.4</b>	<b>35 (90%)</b>
Midday	226	11.9	4.9	35.4	13 (31%)
<b>PM Peak</b>	<b>549</b>	<b>23.9</b>	<b>6.8</b>	<b>59.0</b>	<b>28 (72%)</b>
Evening	101	9.2	3.8	30.2	14 (34%)
<b>Total/Average</b>	<b>1,504</b>	<b>17.8</b>	<b>5.6</b>	<b>46.8</b>	

\*Based on an additional 258 a.m., 138 p.m. passengers from Route X1 (396 total)



**X1, X3**

**Benning Road Line**

**X8**

**Maryland Ave Line**

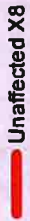
**Proposed**

**Route Elimination**

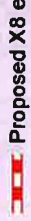
**Legend**



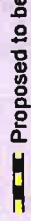
Metrorail Stations



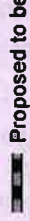
Unaffected X8



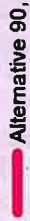
Proposed X8 extension



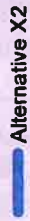
Proposed to be eliminated X3



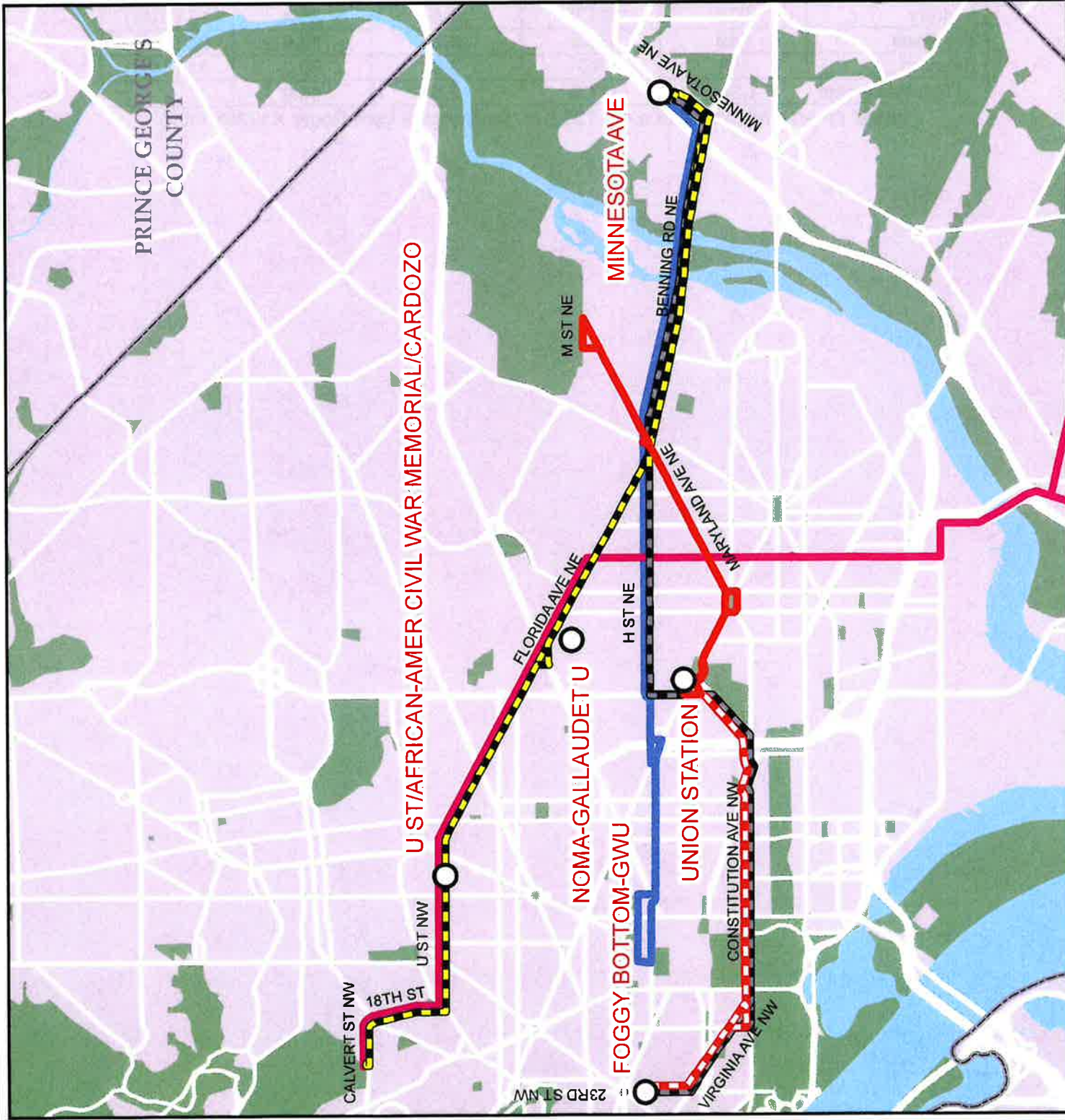
Proposed to be eliminated X1



Alternative 90, 92 service



Alternative X2 service





# **2017 Late Night/Early Morning Metrobus Service Enhancement Roll Back**

**Proposed Metrobus Service Changes**

## **2017 LATE NIGHT / EARLY MORNING METROBUS SERVICE ENHANCEMENT** **ROLL BACK**

### **BUDGET**

- \$1,275,733 DECREASE in subsidy

### **PROPOSED CHANGES**

- Eliminate some service added in 2017 to mitigate reduction of late-night Metrorail service

### **REASONS FOR CHANGE**

- Low ridership
- Some passengers can return to using Metrorail

### **PERFORMANCE MEASURES**

- The following table shows ridership on each trip proposed for elimination:

Route	Service Day	Direction	Trip Time(s)	Ridership
30N	Weekday	East	2:20 am	6
		West	2:36 am	6
	Saturday	East	2:20 am	8
		West	2:37 am	9
	Sunday	East	2:20 am	6
		West	1:37 am	7
30S	Weekday	East	2:50 am	5
		West	2:04 am	10
	Saturday	East	2:50 am	9
		West	2:03 am	0
80	Friday	North	2:13 am	4
		South	1:20 am	9
	Saturday	North	1:34 am	7
			2:18 am	6
		South	12:39 am	6
			1:24 am	6
	Sunday	North	11:56 pm	11
			12:47 am	4
		South	11:35 pm	11
96	Friday	Eastbound	3:20 am	0
		Westbound	2:20 am	4
	Saturday	Eastbound	2:35 am	11
G8	Friday	Eastbound	12:15 am	4
			12:30 am	9
			12:45 am	5

			1:00 am	7
			1:30 am	3
			2:00 am	3
		Westbound	12:11 am	5
			12:56 am	3
			1:26 am	4
			2:03 am	0
	Saturday	Eastbound	12:15 am	4
			12:45 am	2
			1:30 am	4
			2:00 am	5
		Westbound	12:52 am	3
			1:22 am	0
H4	Friday	Eastbound	2:05 am	5
		Westbound	1:30 am	5
	Saturday	Eastbound	2:05 am	5
		Westbound	1:30 am	4
	Sunday	Eastbound	1:20 am	4
		Westbound	12:40 am	4
P6	Weekday	Northbound	2:20 am	5
			2:50 am	4
		Southbound	2:44 am	6
			3:14 am	0
	Saturday	Northbound	2:20 am	5
		Southbound	2:50 am	6
	Sunday	Northbound	2:20 am	3
		Southbound	2:15 am	4
W4	Weekday	Northbound	1:56 am	6
	Saturday	Northbound	2:00 am	9
		Southbound	2:30 am	5
	Sunday	Northbound	12:30 am	9
		Southbound	1:00 am	0
2A	Friday	Eastbound	12:40 am	6
		Westbound	1:15 am	2
	Saturday	Eastbound	12:35 am	4
		Westbound	1:15 am	4
10A	Friday	Northbound	1:55 am	0
		Southbound	2:00 am	4
	Saturday	Northbound	1:25 am	4
		Southbound	1:30 am	4
	Sunday	Northbound	1:25 am	4
		Southbound	1:30 am	3
10N	Friday	Northbound	12:30 am	0
			1:07 am	3
			1:40 am	0
			2:15 am	0
		Southbound	12:53 am	0
			1:25 am	0

	Saturday	Northbound	2:00 am	0
			2:55 am	0
			12:30 am	2
			1:07 am	2
			1:40 am	0
			2:15 am	0
		Southbound	1:05 am	2
			1:37 am	0
			2:12 am	2
			3:07 am	0
	Sunday	Northbound	6:45 am	8
			7:35 am	0
		Southbound	6:30 am	2
			7:20 am	3
OFF16E	Sunday	Eastbound	6:40 am (Pent)*	15
			7:10 am (Pent)*	16
			7:40 am (Pent)*	11
			8:10 am (Pent)*	10
		Westbound	6:03 am**	11
			6:33 am**	10
			7:03 am**	9
			7:33 am**	8
			8:03 am**	7

\* Service proposed for elimination between Pentagon and Franklin Square only, remainder of trip will continue to operate from Culmore to Pentagon

\*\* Service proposed for elimination from Franklin Square to Pentagon only, remainder of trip will continue to operate from Pentagon to Culmore