

VIRGINIA

PROPOSED BUS SERVICE CHANGES

FISCAL YEAR 2015

LEE HIGHWAY – FARRAGUT SQUARE LINE, ROUTE 3Y

SERVICE AREA

Harrison Street & Lee Highway, Lee Heights, Waverly Hills, Cherrydale, Rosslyn, Farragut West Station, Farragut North Station, McPherson Square Station

RESTRUCTURE SERVICE

Route – Three options are proposed to enhance 3Y service:

- Option 1 – Maintain existing route between Lee & Harrison and McPherson Square
- Option 2 – Extend route to Roosevelt and Wilson Boulevards in Falls Church (Eden Center), passing East Falls Church Station via Lee Highway, Sycamore Street, Roosevelt Street and Roosevelt Boulevard to Wilson Boulevard
- Option 3 - Extend route to Hillwood Avenue and Annandale Road in Falls Church via Lee Highway, Washington Street, Annandale Road to Hillwood Avenue. This option would bypass East Falls Church Station.

Service frequencies

- Improve service frequency to every 20-25 minutes during a.m. and p.m. peak periods

Span of service

- For all options, a.m. service would leave the Virginia ends of the line from 6:30 to 9 a.m. No change in p.m. span of service leaving McPherson Square.

ROUTE / SEGMENT ELIMINATION

- Options 2 and 3 would eliminate the current terminal loop via George Mason Drive, Patrick Henry Drive and Harrison Street

REASONS FOR CHANGE

- Provide a direct ride for Lee Highway riders (west of Harrison Street) and Falls Church riders to downtown D.C.
- Provide more frequent service requested by riders
- Reschedule a.m. trips for better spacing between 3A trips on Lee Highway
- Option 3 would bypass East Falls Church Station due to the availability of Route 3A service on Lee Highway in Arlington and 2A, 3A and 3T service in Falls Church to East Falls Church Station

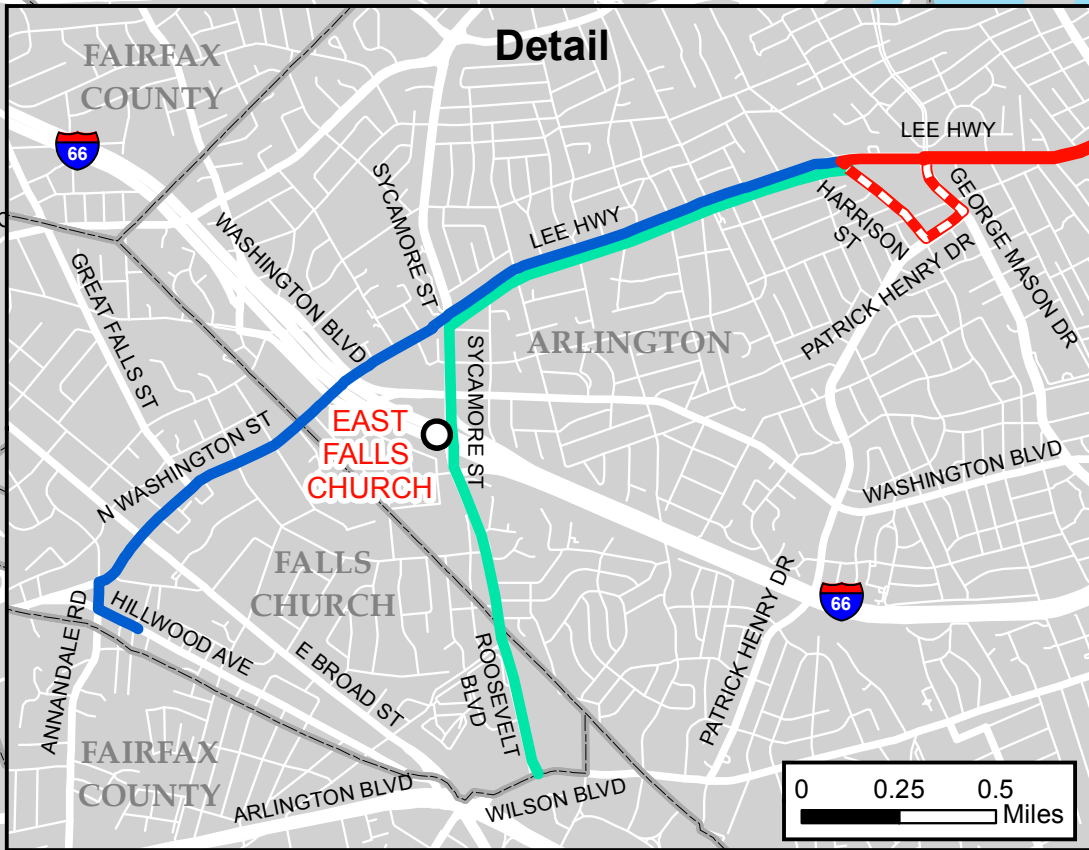
PERFORMANCE MEASURES

- The proposed extension of 3Y to Falls Church in Options 2 and 3 is estimated to increase ridership by approximately 200 passenger trips per weekday (an additional 12.5 passengers per trip.)

Overview



Detail



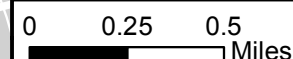
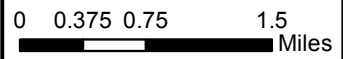
3Y

Lee Highway-Farragut Square Line

Proposed Service Extension

Legend

- Metrorail Stations
- Unaffected 3Y
- Option 1: existing terminal
- Option 2
- Option 3
- Roads
- Jurisdictions
- Water



LINCOLNIA – PARK CENTER – PENTAGON LINE, ROUTE 7B **SKYLINE CITY LINE, ROUTES 28F, 28G**

SERVICE AREA

Skyline City (28G), Northern Virginia Community College (NVCC-Alexandria campus), Southern Towers (28G), Stonegate (7B), Newport Village (7B), Pentagon Station

RESTRUCTURE SERVICE

Route

- Route 7B – The 7B designation would be discontinued. The 7B is proposed to be consolidated into a restructured 28G as described below.
- Route 28G – Restructured to incorporate most segments of the current 7B route from Pentagon Station via I-395, King Street, N. Hampton Drive, Braddock Road, Beauregard Street, Seminary Road and current 28G route to Skyline City
- Route 28F – No change

Service frequencies

- Every 20 minutes on the restructured 28G
- Every 20-30 minutes on 28F

Span of service

- Route 28G would leave Skyline City from 6 to 8:40 a.m., and would leave Pentagon Station from 3:40 to 7 p.m.
- Route 28F counterflow service hours would remain approximately the same as current service, leaving Pentagon Station from 5:45 to 8:30 a.m., and leaving Skyline City from 2:45 to 6:30 p.m.

RESTRUCTURE SERVICE OPTION

- Reroute proposed 28G via Fillmore Avenue between Beauregard Street and Seminary Road to serve NVCC-Alexandria campus and avoid traffic congestion at the intersection of Seminary Road & Beauregard Street

ROUTE / SEGMENT ELIMINATION

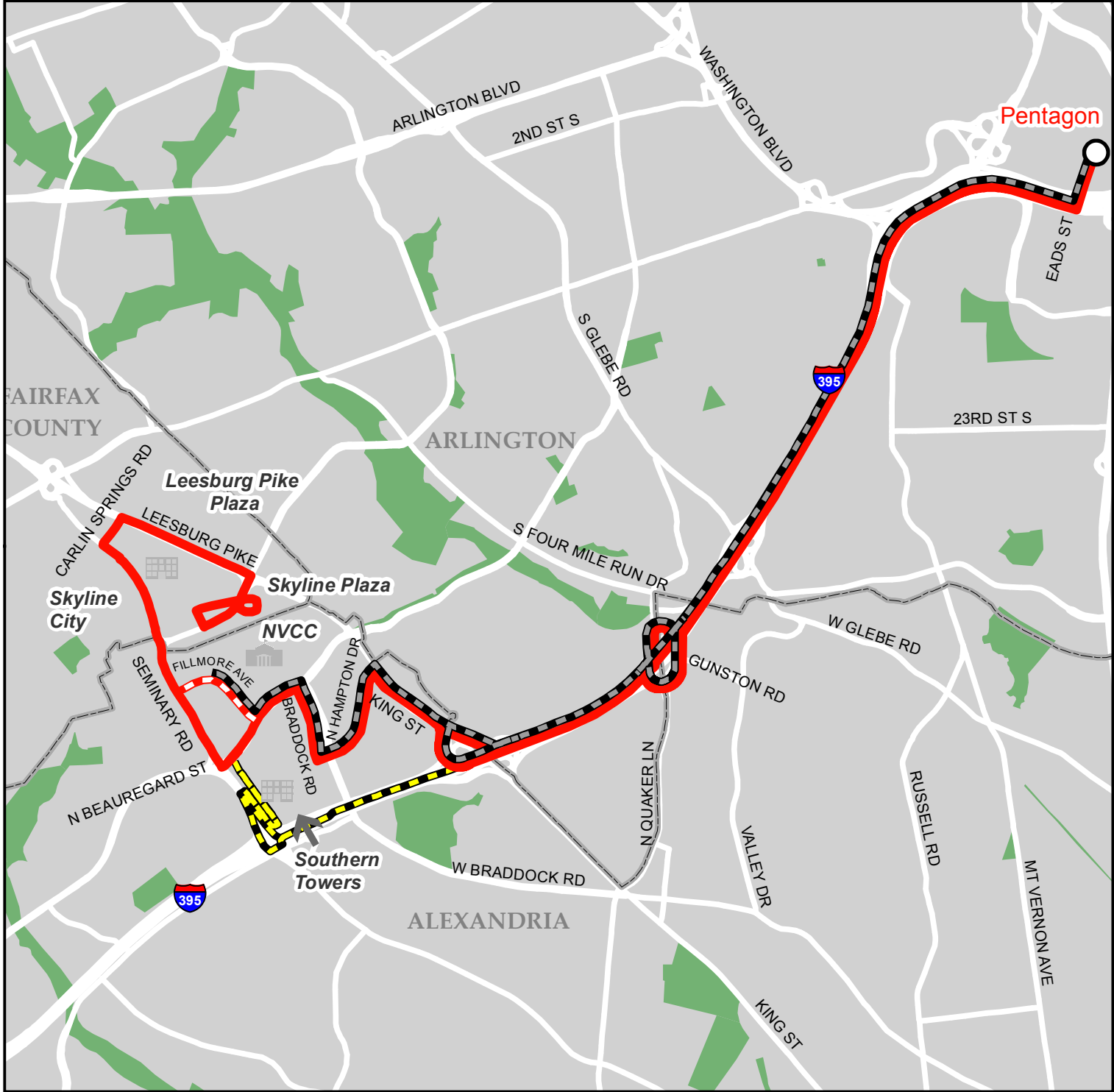
- Southern Towers would no longer be served by 28G. Direct service between the Pentagon and Southern Towers during peak hours is available on Routes 7W and 7X, with additional service via Shirlington available on 7A, 7F and 7Y.

REASONS FOR CHANGE

- Consolidate two underperforming routes into one productive route serving adjoining markets in the same general corridor
- Use the savings from combining routes to provide more frequent peak service to the Skyline City area and the Stonegate and Newport Village communities (N. Hampton Drive & Braddock Road), every 20 minutes on the proposed 28G compared to every 35 minutes on the current 7B service and every 25-30 minutes on the current 28G service

PERFORMANCE MEASURES

- Approximately 350 daily 28G riders would be impacted as follows:
 - 250 riders (71 percent) between Skyline City and Seminary & Beauregard would continue to have service available on the restructured 28G route at an improved frequency. However, total travel time between Skyline City and the Pentagon would be increased by up to four minutes.
 - 100 riders (29 percent) at Southern Towers would have alternative service to/from the Pentagon available on 7A, 7F, 7W and 7X
 - No 7B riders would be impacted by the route change but would have improved peak service every 20 minutes
- Current 28G ridership averages 22 passengers per trip on 16 daily trips, and 7B ridership averages 18 passengers per trip on 10 daily trips. The proposed 28G service would operate 20 daily trips (9 a.m., 11 p.m. trips) and would carry an estimated 430 daily riders, or approximately 22 passengers per trip.
 - At Southern Towers, the addition of 100 daily riders to Routes 7W and 7X, which currently average 23 passengers per trip, would increase ridership to an average of 26 passengers per trip



7B
 Lincolnia-Park
 Center-Pentagon
 Line

28G
 Skyline City Line
 Proposed Route
 Restructuring

Legend

- Metrorail Stations
- Proposed New 28G
- Proposed 28G Option
- Proposed to be Discontinued 28G
- Proposed to be Discontinued 7B
- Roads
- Jurisdictions

0 0.25 0.5 1 Miles

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COLUMBIA PIKE LINE, ROUTES 16A, 16D

SERVICE AREA

Annandale, Baileys Crossroads, Columbia Pike, Pentagon Station

RESTRUCTURE SERVICE

Route

- Route 16D - All weekday trips would be changed to 16A trips via Little River Turnpike (Route 236) between John Marr Drive and Heritage Drive

Service frequencies

- 16A trips would operate every 30 minutes on weekdays

Span of service

- No change

ROUTE / SEGMENT ELIMINATION

- Weekday off-peak service would be discontinued between Route 236 & John Marr Drive and Patriot & Americana drives (John Marr Drive, Backlick Road, Ravensworth Road, Heritage Drive, Killebrew Drive, Oreana Drive, Americana Drive, Patriot Drive and Heritage Drive southbound to Killebrew Drive)
- Alternative service during a.m. and p.m. peak hours would be provided over most of the 16D route by the proposed extension of Route 16L in the residential area of Annandale south of Route 236
- Service on Heritage Drive between Patriot Drive and Killebrew Drive would be discontinued entirely. Alternative service would be provided by 16A trips at Heritage & Patriot drives every 30 minutes, and proposed 16L service at Heritage & Killebrew drives every 25-30 minutes during a.m. and p.m. peak hours.

REASONS FOR CHANGE

- Provide improved weekday service and transfer connections between the Route 236 corridor in central Annandale and Columbia Pike on one route (16A every 30 minutes) instead of hourly service split over two Annandale branches (16A, 16D)
- Redirects weekday off-peak service from lightly used stops in the residential area of Annandale to more frequently used stops along Route 236 in central Annandale
- Eliminates duplicate weekday peak service in the Annandale residential area with proposed changes to 16L, 29G, 29H

PERFORMANCE MEASURES

- On-time performance is 80 percent on 16A and 16D compared to the target of 81 percent
- 240 daily 16D riders between Route 236 & John Marr Drive and Patriot & Americana (19.7 percent of 1,216 daily 16D riders) would be affected by the change of 16D trips to 16A.
 - Of these, 103 (8.5 percent) board and alight on Patriot Drive between Americana Drive and Heritage Drive and would have alternative service available on 16A every 30 minutes
 - Between John Marr Drive and Patriot & Americana, 82 peak riders (6.7 percent) would have alternative service available on 16L every 30 minutes
 - On Heritage Drive between Patriot Drive and Killebrew Drive (two stops), 19 riders (1.6 percent) would lose direct service but would have alternative service available within two blocks on 16A and 16L at Heritage & Patriot, or on 16L at Heritage & Killebrew
 - Between John Marr Drive and Patriot & Americana, 36 riders (3 percent) would no longer have midday service available
- The proposed change of 16D trips to 16A would increase 16A ridership by approximately 100 boardings per weekday (7 passengers per each converted 16D trip)







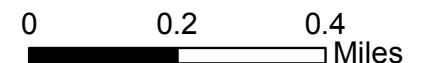
16A, 16D

Columbia Pike Line

Proposed Service Change in Annandale

Legend

-  Existing 16A
-  Proposed to be Discontinued 16D (Trips changed to 16A)
-  Roads
-  Parks



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ANNANDALE - SKYLINE CITY - PENTAGON LINE, ROUTE 16L

SERVICE AREA

Annandale, Baileys Crossroads, Skyline City, Pentagon Station
(Service does not operate along the Arlington portion of Columbia Pike, east of Baileys Crossroads)

RESTRUCTURE SERVICE

Route

- Extend Annandale end of route to replace Routes 16D and 29H service via John Marr Drive, Backlick Road, Jayhawk Street, Ravensworth Road, Heritage Drive, Killebrew Drive, Oreana Drive, Americana Drive, Patriot Drive and Heritage Drive to terminal at McWhorter Place/Donnybrook Court
- No change in routing between Little River Turnpike (Route 236) & John Marr Drive and Pentagon Station

Service frequencies

- Every 25-30 minutes during a.m. and p.m. peak periods

Span of service

- Service would be increased to operate six a.m. trips leaving Heritage Drive between 6 and 8:15 a.m., and six p.m. trips leaving Pentagon Station between 4 and 6:25 p.m.

RESTRUCTURE SERVICE OPTION

- Reroute via John Marr Drive between Backlick and Ravensworth roads (see map)

ROUTE / SEGMENT ELIMINATION

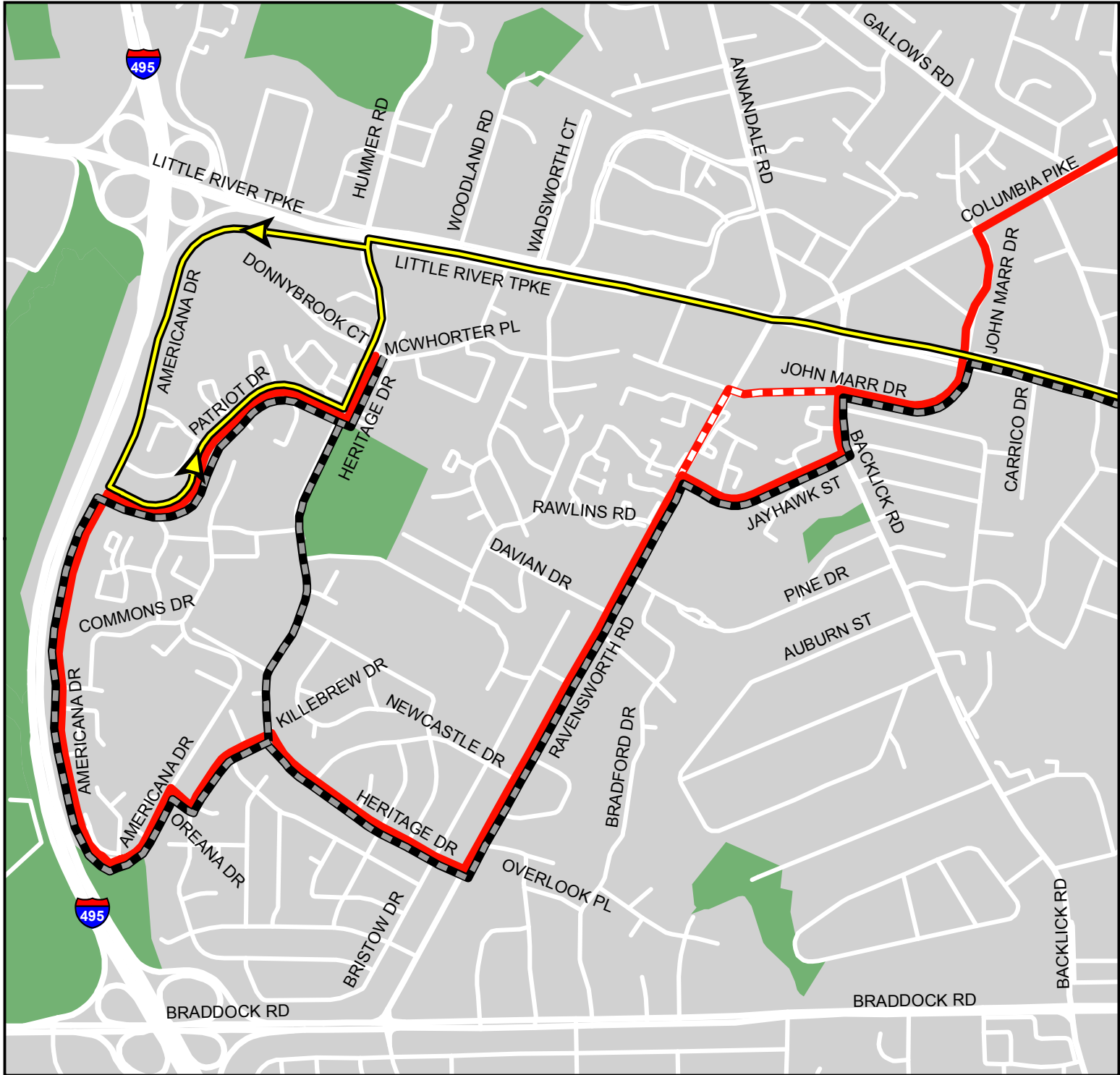
- Backlick Road and Jayhawk Street (if restructuring option is implemented)

REASONS FOR CHANGE

- Restructure and simplify routes in the Annandale area
- Maintain peak period service on the segment of current 16D and 29H routes in the residential area of Annandale south of Route 236
- Expand service from the current three a.m. and p.m. trips

PERFORMANCE MEASURES

- Approximately 100 former 16D weekday peak riders in Annandale would have alternative service on the extended portion of 16L
- Travel time on route 16L from Little River Turnpike & John Marr Drive is 33 minutes compared to 37 minutes on route 16D and 31 minutes on route 29H



16L

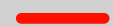





Annandale-Skyline
City-Pentagon Line

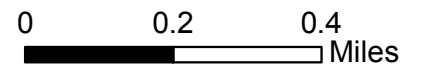
29G, 29H

Annandale Line

Proposed
Route Restructuring

Legend

-  Proposed New 16L
-  Proposed New 16L Option
-  Existing 29G
-  Proposed to be Discontinued 29H
-  Roads
-  Parks



BARCROFT – SOUTH FAIRLINGTON LINE, ROUTES 22A, 22B
BALLSTON – BRADLEE - PENTAGON LINE, ROUTES 25A, 25C, 25D, 25E

SERVICE AREA

Ballston-MU Station, Arlington Hall (22A,B), Barcroft (22A,B), Skyline City (25A,E), Northern Virginia Community College (NVCC-Alexandria campus-25A-E), Stonegate (25A,C,E). Bradlee Center (25A,C,E), South Fairlington, Parkfairfax (25E), North Fairlington (22A), Shirlington Transit Center, Pentagon Station

RESTRUCTURE SERVICE

Route

- Route 22A – Between Ballston-MU Station and Pentagon Station via the present route from Ballston to 34th & S. Utah streets, then via S. Utah Street, 36th Street, S. Stafford Street, 32nd Road, the present 25E routing through Parkfairfax and I-395 to Pentagon Station
- Route 22B – No change (a.m. and p.m. peak service between Ballston-MU Station and Barcroft)
- Route 22C – Same as proposed 22A except bypass Parkfairfax (operate via Quaker Lane between 32nd Road and I-395 Shirlington ramps)
- Route 22F – Same as current 25C between NVCC-Alexandria and Pentagon via Fort Ward area (N. Van Dorn Street between Braddock Road and Bradlee Center)
- Routes 25A, 25C, 25D, 25E are discontinued, most service replaced by restructured 22 lines plus additional trips on route 25B

Service frequencies

- Weekday a.m. and p.m. peak – Every 10 minutes leaving Ballston (22A, 22B), every 20 minutes on 22F leaving NVCC-Alexandria via N. Van Dorn Street
- Every 10 minutes between South Fairlington and Pentagon Station during a.m. and p.m. peak periods on 22C, 22F
- Weekday off-peak – Every 30 minutes on 22A between Ballston and Pentagon
- Saturday and Sunday – Every 45 minutes on 22A between Ballston and Pentagon

Span of service

- Weekday service spans on the proposed 22A-F line would generally match those on the current 22A,B and 25A-D lines along most segments of the line
- Weekday service through Parkfairfax, currently 25E midday only, would be improved to operate all day on proposed Route 22A
- Saturday – 22A would operate from approximately 6:30 a.m. to 9:30 p.m., providing new Saturday Metrobus service through the Parkfairfax area
- Sunday – 22A would operate from approximately 8 a.m. to 8:30 p.m., providing new Sunday service on George Mason Drive, Four Mile Run Drive and Arlington Mill Drive between Ballston, Barcroft and Shirlington, and new Sunday service through the Parkfairfax area

ROUTE / SEGMENT ELIMINATION

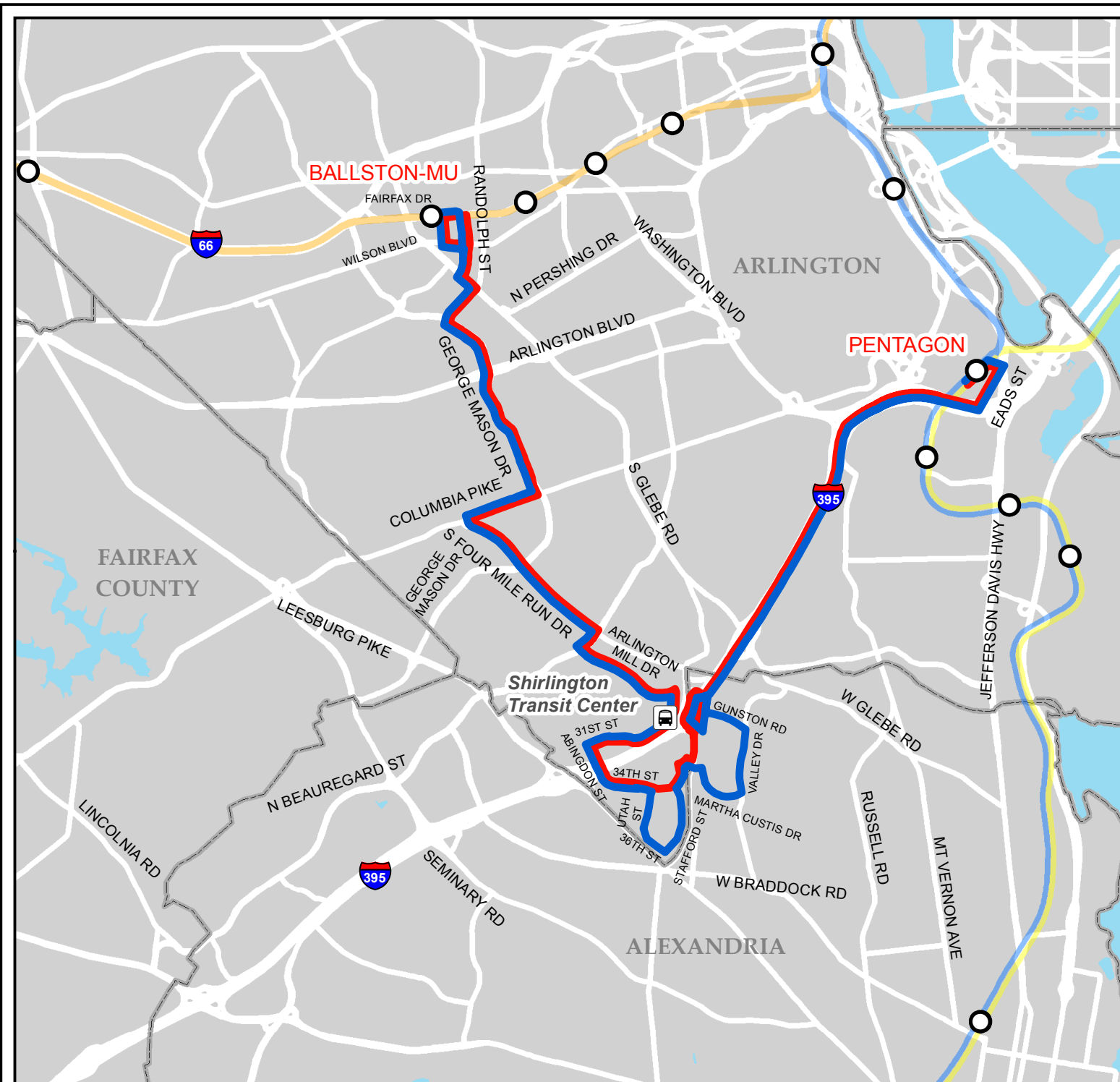
- Service on W. Braddock Road east of N. Hampton Drive, N. Van Dorn Street, through Bradlee Center and on S. Wakefield St. currently provided by 25A, 25C, 25E would be reduced to weekday peak hours only on proposed Route 22F (a.m. to Pentagon, p.m. to NVCC-Alexandria)
- Alternative service on W. Braddock Road between Beauregard Street and N. Hampton Drive available on Route 7F, proposed Route 28G, and DASH AT6
- Alternative service between Bradlee Center and Parkfairfax is available on DASH AT9 on weekdays and Saturdays
- In South Fairlington, 34th Street S. between S. Stafford and S. Utah Streets, and S. Wakefield Street between 34th St. S. and King Street (one block walk to 22A,C,F stops at 34th & Wakefield, 34th & Utah, or 34th & Taylor)
- Service between NVCC-Alexandria, Skyline City, Carlin Springs Road and Ballston would continue to be provided by 25B on weekdays and Saturdays
- On Sundays, replacement service between NVCC-Alexandria, Skyline City, Carlin Springs Road and Ballston would be provided by new 25B/ Sunday trips
- Current counterflow service provided by 25D would be provided by Route 28F between the Pentagon and Seminary & Fillmore. NOTE: 28F does not serve Shirlington Transit Center (current 25D trips serve Shirlington; alternative direct service between the Pentagon and Shirlington available on Routes 7A and 7F).

REASONS FOR CHANGE

- Combine and simplify the route structure of the current Routes 22 and 25A,C,D,E lines into a single restructured Route 22 line
- Create a better balance of capacity and demand on various segments of both current lines
- Provides new weekday evening and weekend service between the Parkfairfax area and the Pentagon
- Eliminates duplicate service in the South Fairlington area and provides a consistent schedule with evenly spaced trips over a single routing

PERFORMANCE MEASURES

- On-time performance is 90 percent on 22A,B and 83 percent on 25A,C,D,E compared to the target of 81 percent
- On N. Van Dorn Street and Braddock Road between Bradlee Center and N. Hampton Drive, 79 weekday peak riders on current Routes 25A, 25C would continue to have service available on proposed Route 22F. Eleven weekday off-peak, 14 Saturday and 13 Sunday riders would no longer have direct service available.
- Between NVCC-Alexandria, Skyline City, Carlin Springs Road and Ballston, 618 weekday, 279 Saturday and 221 Sunday 25A,E riders would have alternative service available on 25B (including new 25B/ Sunday service)
- Current Routes 22A,B and 25A,C,D,E operate 88 and 79 weekday trips respectively (167 total), with a combined total of 3,000 daily riders for an overall average of approximately 18 passengers per trip. The proposed 22A,B,C,F line would operate 148 weekday trips and carry an estimated 2,200 daily riders, or approximately 15 passengers per trip.









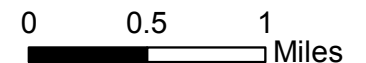
22A

**Barcroft-South
Fairlington Line**

Proposed
Off Peak
Service

Legend

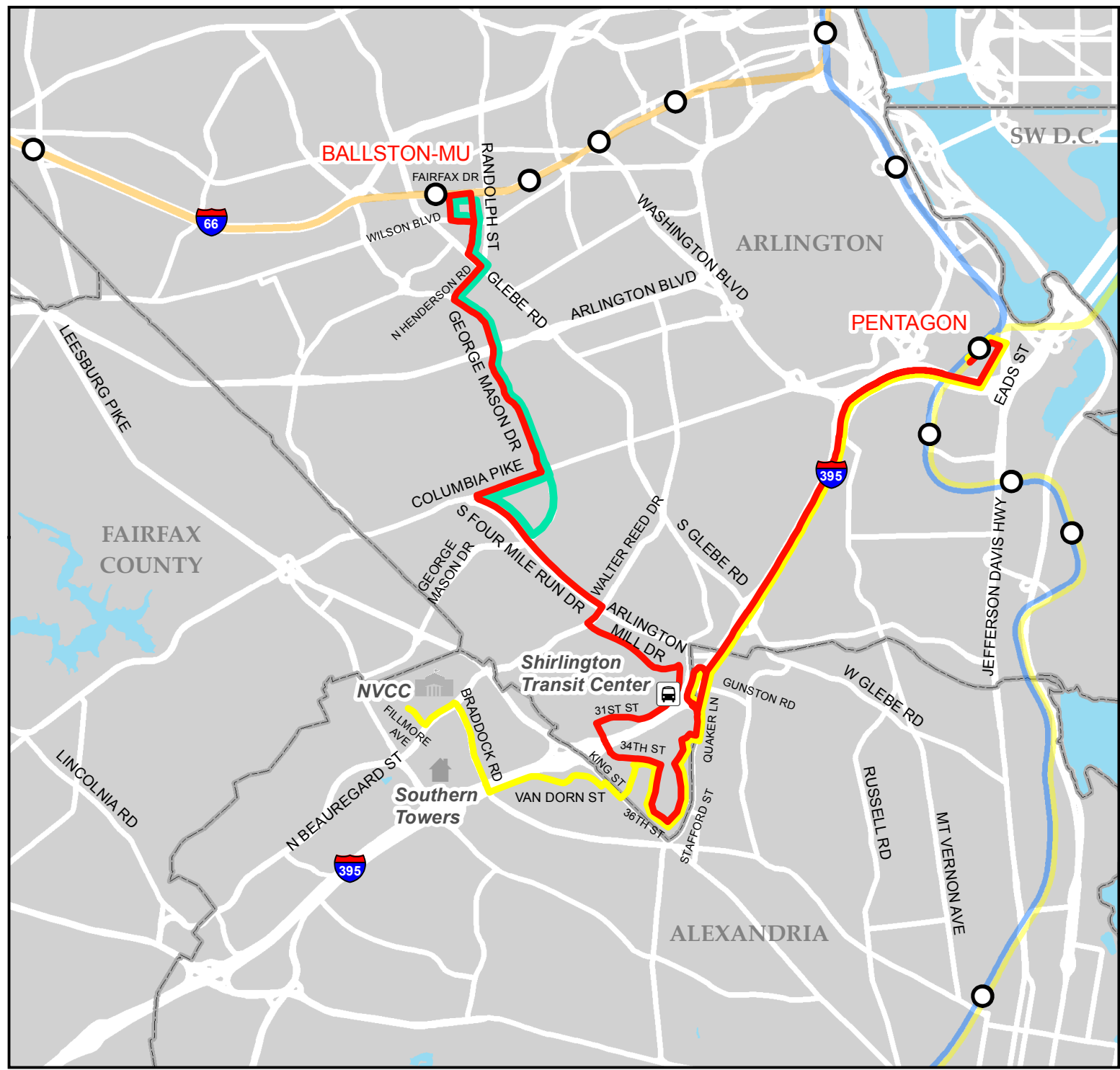
-  Metrorail Stations
-  Existing 22A
-  Proposed 22A
-  Jurisdictions
-  Roads
-  Water



22B, 22C, 22F

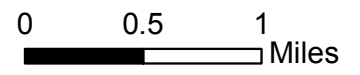
Barcroft-South Fairlington Line

Proposed Peak Hour Service



Legend

- Metrorail Stations
- Proposed New 22C
- Existing 22B
- Proposed New 22F
- ▭ Jurisdictions
- Roads
- Water



LANDMARK – BALLSTON LINE, ROUTE 25B

SERVICE AREA

Ballston-MU Station, Ballston Common, Arlington Urgent Care Center, Skyline City, NVCC-Alexandria campus, Southern Towers, Inova Alexandria Hospital, Seminary Valley, Landmark Center, Van Dorn Street Station

RESTRUCTURE SERVICE

- Implement new Sunday service between Ballston-MU Station and NVCC-Alexandria campus operating every 65 minutes between 8 a.m. and 7:30 p.m.
- Add additional short route 25B trips between Ballston-MU Station and NVCC-Alexandria campus Monday through Saturday to replace trips currently operated by routes 25A and 25E

RESTRUCTURE SERVICE OPTION

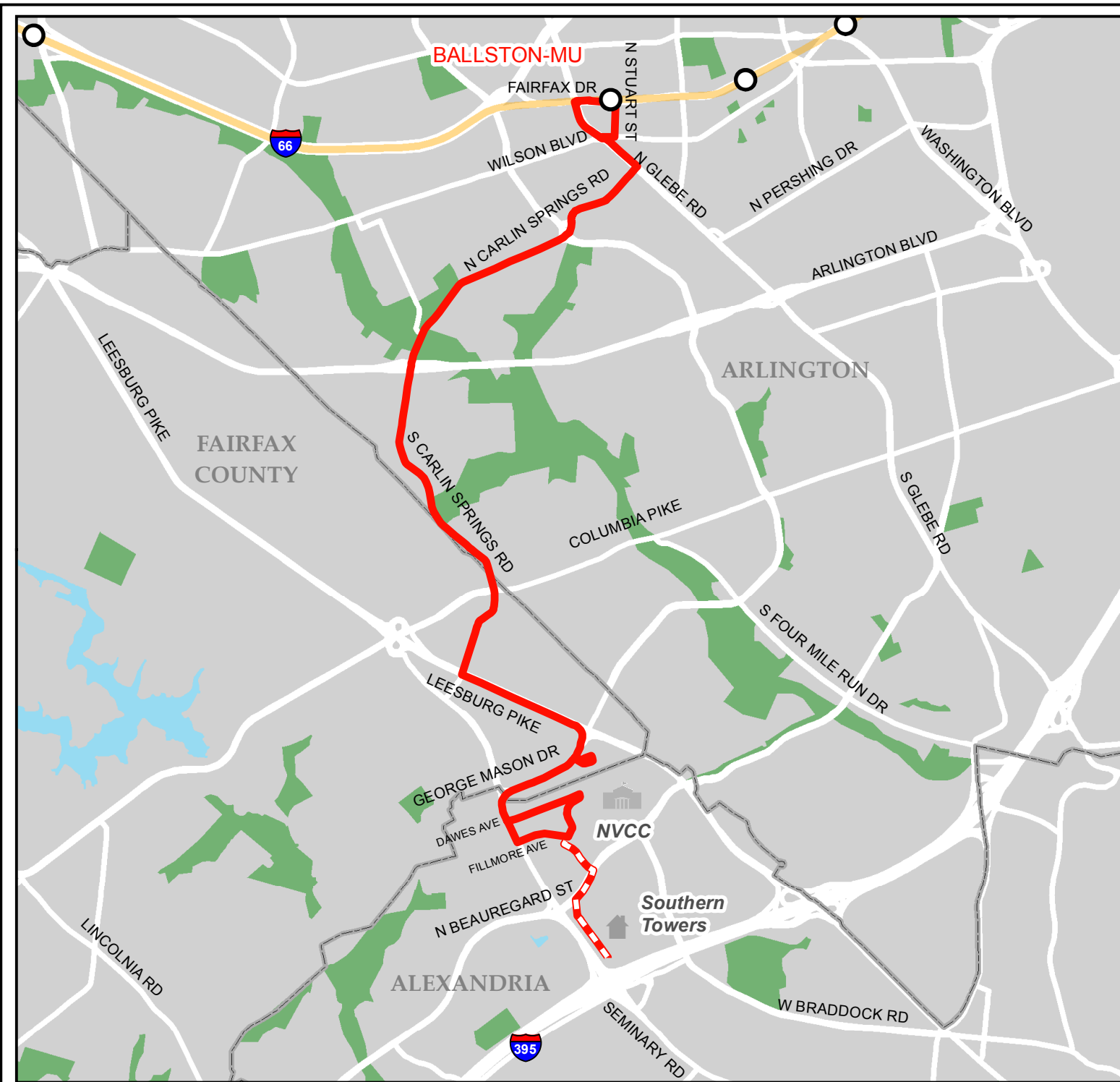
- Operate 25B Sunday service to Southern Towers via NVCC-Alexandria campus

REASONS FOR CHANGE

- To replace 25A Sunday service between Ballston, Carlin Springs Road, Skyline City and NVCC-Alexandria campus
- The option to extend the proposed route to Southern Towers would provide a connection between the apartments and Ballston and would provide additional regional connections with Metrobus Routes 7A, 28A, and DASH routes

PERFORMANCE MEASURES

- The proposed 25B Sunday service would operate 11 northbound and 11 southbound trips
- Approximately 221 Sunday riders on current 25A service between NVCC-Alexandria and Ballston would use the proposed 25B Sunday service, for an average of 10 passengers per trip
- Proposed option to Southern Towers could generate up to an additional 10 passengers per trip, for a total of 441 Sunday 25B riders, for an average of up to 20 passengers per trip



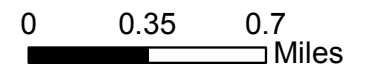
25B

Landmark-Ballston Line

Proposed Sunday Service

Legend

- Metrorail Stations
- Proposed 25B Sunday Service
- Proposed 25B Option
- Jurisdictions
- Roads
- Parks
- Water



ANNANDALE LINE, ROUTES 29C, 29E, 29G, 29H, 29X

SERVICE AREA

Northern Virginia Community College (NVCC-Annandale campus), Braeburn Drive, Heritage Drive, central Annandale, Little River Turnpike (Route 236), Pentagon Station

RESTRUCTURE SERVICE

Route

- Routes 29C, 29G and 29X – No change in routes. 29X would be renumbered 29W to reserve the “X” designation for MetroExtra services.
- Route 29E – Discontinued and replaced by earlier and later trips on 29G, 29W
- Route 29H – Discontinued; portions replaced by proposed extension of 16L via Heritage Drive & Ravensworth Road
- Service frequencies
- Every 15 minutes during a.m. and p.m. peak periods on 29G
- Every 30 minutes on 29C and 29W
- Evening service on 29G would operate every 30-60 minutes
- Span of service
- Route 29C – No change
- Route 29G – Trips would leave Americana & Heritage drives from 5:30 to 9 a.m., and leave Pentagon Station from 3:05 to 9:55 p.m.
- Route 29W – Trips would leave NVCC-Annandale from 5:55 to 8:40 a.m., with an additional trip leaving NVCC at approximately 8:10 a.m. P.M. service would leave Pentagon Station from 3:35 to 7:35 p.m.

PROPOSED FARE CHANGE

- Route 29G – Reduce from express fare (\$4.00) to regular fare (\$1.75)
 - (Route 29C-regular fare and 29W (current 29X) express fare would not change)

ROUTE / SEGMENT ELIMINATION

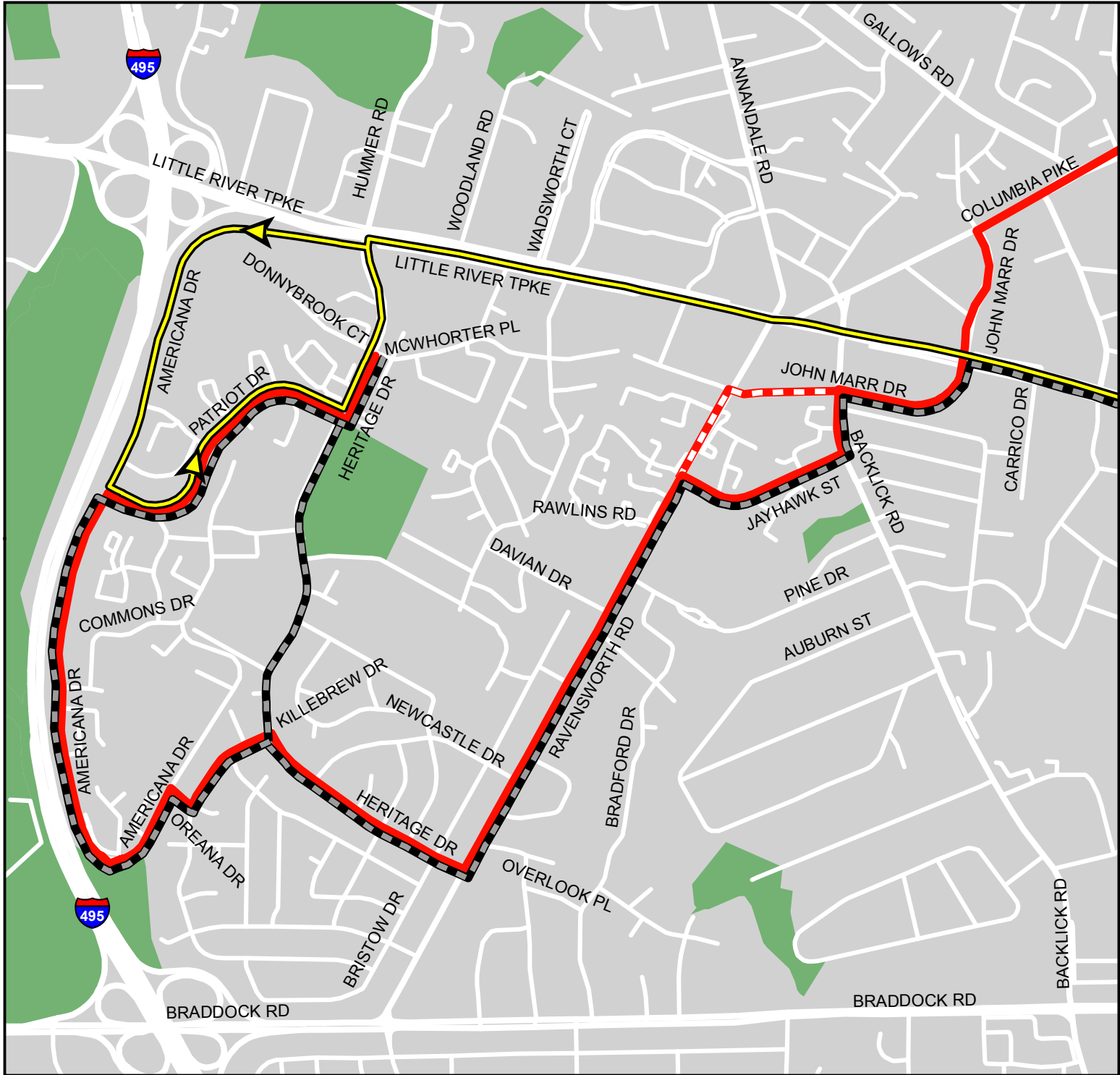
- Heritage Drive between Patriot Drive and Killebrew Drive
- Proposed extension of 16L between Route 236 & John Marr Drive and Heritage Drive & McWhorter Place/Donnybrook Court would replace most of the 29H route (except Heritage Drive between Patriot and Killebrew)

REASONS FOR CHANGE

- Simplify the route structure of Pentagon-Annandale service in the Route 236 corridor as recommended in a recent Service Evaluation Study
- Proposed fare reduction on 29G would make the fare consistent along the Route 236 corridor with 29K, 29N and other routes. It would also eliminate rider confusion at stops along Route 236 between the Beltway and I-395 concerning the fare charged on 29G service to/from the Pentagon
- Create a better balance of capacity and demand throughout the line

PERFORMANCE MEASURES

- On-time performance is 79 percent compared to the target of 81 percent
- On 29E, 29G and 29H, 734 daily riders would be affected by the proposed changes as follows:
- On 29E, 59 riders along Little River Turnpike between Heritage Drive and I-395 would have service available on additional 29G trips. 32 riders on the Braeburn Drive loop would have alternative service available on additional 29W (currently 29X) trips.
- 377 daily 29G riders would have improved service with later a.m. and additional evening trips
- 250 of 261 daily 29H riders would have alternative service as follows: 168 riders between the Pentagon and Little River Turnpike & Heritage Drive would have alternative service available on 29G. 82 riders on most of the Annandale loop (Ravensworth Road/Heritage Drive/Americana Drive and Patriot Drive) would have alternative service on the proposed extension of 16L service. Eleven riders at two stops on Heritage Drive between Patriot Drive and Killebrew Drive would lose direct service but would have alternative service available within two blocks on 16A and 16L at Heritage & Patriot, or on 16L at Heritage & Killebrew.
- 29G currently averages 13 passengers per trip on 28 daily trips. The additional 168 riders from discontinued 29H trips would increase the daily ridership to 545 on 35 proposed 29G trips, or an average of 16 passengers per trip. The additional trips in the new schedule would provide capacity to accommodate additional riders attracted to 29G trips due to the proposed lowering of the fare from express (\$4.00) to regular (\$1.75).



16L

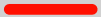





Annandale-Skyline
City-Pentagon Line

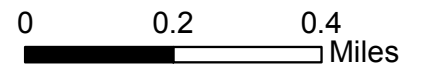
29G, 29H

Annandale Line

Proposed
Route Restructuring

Legend

-  Proposed New 16L
-  Proposed New 16L Option
-  Existing 29G
-  Proposed to be Discontinued 29H
-  Roads
-  Parks



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