

**DISTRICT OF COLUMBIA**

## **14TH STREET LINE – ROUTES 52, 53, 54**

### **BUDGET**

- \$470,000 annual reduction

### **PROPOSED CHANGE**

- Extend Route 52 to serve the Wharf development via 12th Street, Maine Avenue, and 7th Street SW to the L'Enfant Plaza Metrorail station.
- Combine routes 53 and 54 into a new Route 54 operating to and from the Metro Center Metrorail station (12th and F Streets NW).
- Adjust the weekday schedule to coordinate local Route 52 and 54 service with new MetroExtra limited-stop Route 59, serve the Wharf, and decrease the time between buses to the Takoma Metrorail station.
- Proposed implementation: December 2017

<b>14th Street Local Service Frequencies (Minutes)</b>				
	Weekday Rush Hours		Weekday Midday	
	<i>Existing</i>	<i>Proposed</i>	<i>Existing</i>	<i>Proposed</i>
Takoma to 14th St & Colorado Ave NW	15	12	20	16
14th St & Colorado Ave NW to McPherson Square	5	6	7	8
McPherson Square to L'Enfant Plaza	15	12	20	16

<b>14th Street Buses Per Hour (with proposed Route 59)</b>		
	Weekday Rush Hours	
	<i>Existing</i>	<i>Proposed</i>
Takoma to 14th St & Colorado Ave NW	4	9
14th St & Colorado Ave NW to 14th & G Streets	12	14

### **ROUTE/SEGMENT ELIMINATION**

- Route 52 would no longer serve D Street between 7th and 12th Streets SW.
- Route 54 would no longer serve 11th Street between F Street & Pennsylvania Avenue, 10th Street, Constitution Avenue, or 12th Street NW.

### **ALTERNATIVE SERVICE**

- Metrobus V1 provides service on D Street between 7th and 12th Streets SW.
- Metrobus S2 and S4 provide service between 14th Street NW and Federal Triangle Metrorail Station.

### **REASONS FOR CHANGE**

- Provide service to the new Wharf development.
- Coordinate schedules with new Route 59 MetroExtra limited-stop service.
- Simplify 14th Street service and route designations.

- Alleviate bus congestion at Franklin Square.
- Responds to requests by the District of Columbia and District Department of Transportation.

**PERFORMANCE MEASURES**

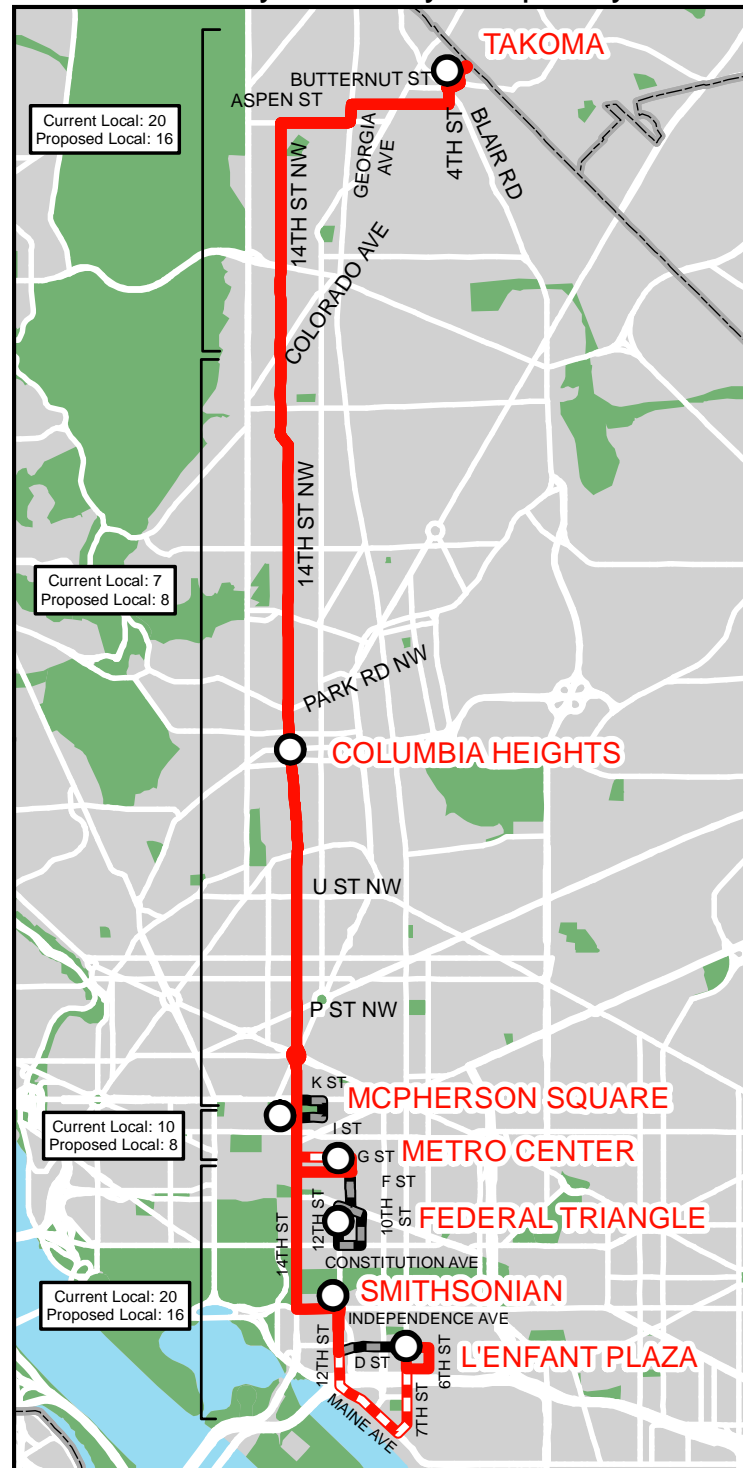
<b>Performance Measure</b>	<b>Routes 52, 53, 54</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	13,058	432	Pass
Cost Recovery	33%	16.6%	Pass
Subsidy per Rider	\$1.72	\$4.81	Pass
Riders per Trip	40	10.7	Pass
Riders per Revenue Mile	7.0	1.3	Pass

Note: WMATA guideline information from FY-2016

## Rush Hour Frequency



## Midday Weekday Frequency



**52, 53, 54**

14th Street Line

Proposed Route Restructuring

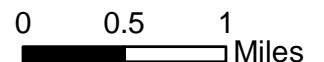
**59**

14th Street Limited Line

Proposed New Route

### Legend

- Metrorail Stations
- Proposed new 59
- Proposed 52, 53, 54 extensions
- Unaffected 52, 53, 54
- Proposed to be eliminated 52, 53, 54



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

### **BUDGET**

- \$1,470,000 annual addition

### **PROPOSED CHANGE**

- New MetroExtra limited-stop service along 14th Street NW between the Takoma and Federal Triangle Metrorail stations.
- Service would operate every 15 minutes during weekday rush hours from 6:30-9:30 a.m. and 3:45-6:45 p.m. in both directions.
- Route 59 would serve the following stops only:
  - 10th Street & Pennsylvania Avenue NW
  - 12th Street & Constitution Avenue NW (Federal Triangle Metrorail Station)
  - F Street & 13th Street NW
  - 14th Street & I Street NW (McPherson Square Metrorail Station)
  - 14th Street & K Street NW
  - 14th Street & P Street NW
  - 14th Street & U Street NW
  - 14th Street & Chapin/Belmont Streets NW
  - 14th Street & Irving Street NW (Columbia Heights Metrorail Station)
  - 14th Street & Park Road NW
  - 14th Street & Spring Road NW
  - 14th Street & Upshur Street NW
  - 14th Street & Buchanan Street NW
  - 14th Street & Colorado Avenue NW
  - 14th Street & Missouri Avenue NW
  - 14th Street & Fort Stevens Drive NW
  - 14th Street & Aspen Street NW
  - Georgia Avenue & Butternut Street NW
  - Takoma Metrorail Station
- Proposed implementation: December 2017

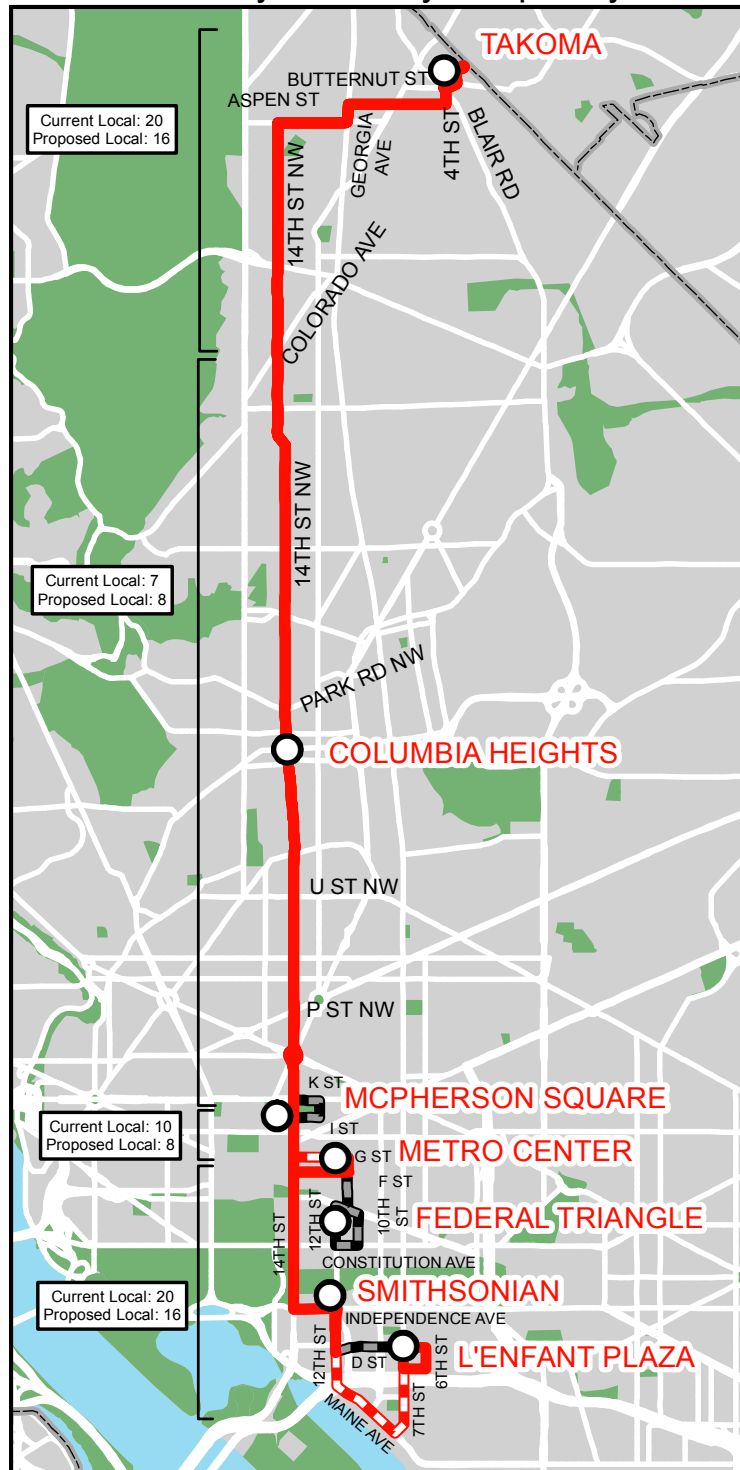
### **REASONS FOR CHANGE**

- Provides new limited-stop MetroExtra service along the major 14th Street NW north-south corridor not currently served by limited-stop service.
- Provides additional capacity to relieve crowding on routes 52, 53, and 54.
- MetroExtra Route 59 was recommended in the *Metrobus 14th Street Line Study (October 2012)* and has been endorsed by several Advisory Neighborhood Commissions in the 14th Street corridor to respond to growing development activity and passenger crowding on local service.
- Responds to requests by the District of Columbia and District Department of Transportation.

### Rush Hour Frequency



### Middy Weekday Frequency



**52, 53, 54**

**14th Street Line**

Proposed Route Restructuring

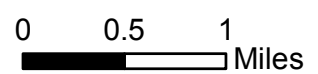
**59**

**14th Street Limited Line**

Proposed New Route

**Legend**

- Metrorail Stations
- Proposed new 59
- Proposed 52, 53, 54 extensions
- Unaffected 52, 53, 54
- Proposed to be eliminated 52, 53, 54



## **TAKOMA-PETWORTH LINE – ROUTES 62, 63**

### **BUDGET**

- \$580,000 annual addition

### **PROPOSED CHANGE**

- Modify Route 63 to operate via 11th Street NW south of Vermont Avenue, along the same routing as Route 64.
- Convert every other Route 62 trip to a Route 63 trip serving Federal Triangle Metrorail Station on weekdays, middays and evenings, Saturdays, and Sundays.
- Rename Route 62 as Route 63/ short trips. Route 63/ short trips would operate between the Takoma and Georgia Ave-Petworth Metrorail stations.
- Approximate frequency would be modified to operate as follows:

<b>Existing Frequencies (Minutes)</b>				
	Weekday Midday	Weekday Evening	Saturday	Sunday
Takoma to Petworth	15	20	23	22
Petworth to Federal Triangle	n/a	n/a	n/a	n/a

<b>Proposed Frequencies (Minutes)</b>				
	Weekday Midday	Weekday Evening	Saturday	Sunday
Takoma to Petworth	15	35-45	25	35-45
Petworth to Federal Triangle	35	45	50	45

- Proposed implementation: June 2018

### **ROUTE/SEGMENT ELIMINATION**

- Route 63 would no longer serve 13th Street NW south of Logan Circle.

### **ALTERNATIVE SERVICE**

- At Georgia Avenue-Petworth Metrorail Station: Metrobus 70, 79; Metrorail Green and Yellow lines.
- Between Federal Triangle Metrorail Station and Franklin Square: Metrobus S2, S4.
- Along 11th Street and 14th Street NW south of Logan Circle: Metrobus 52, 54, 59, 63, 64.

### **REASONS FOR CHANGE**

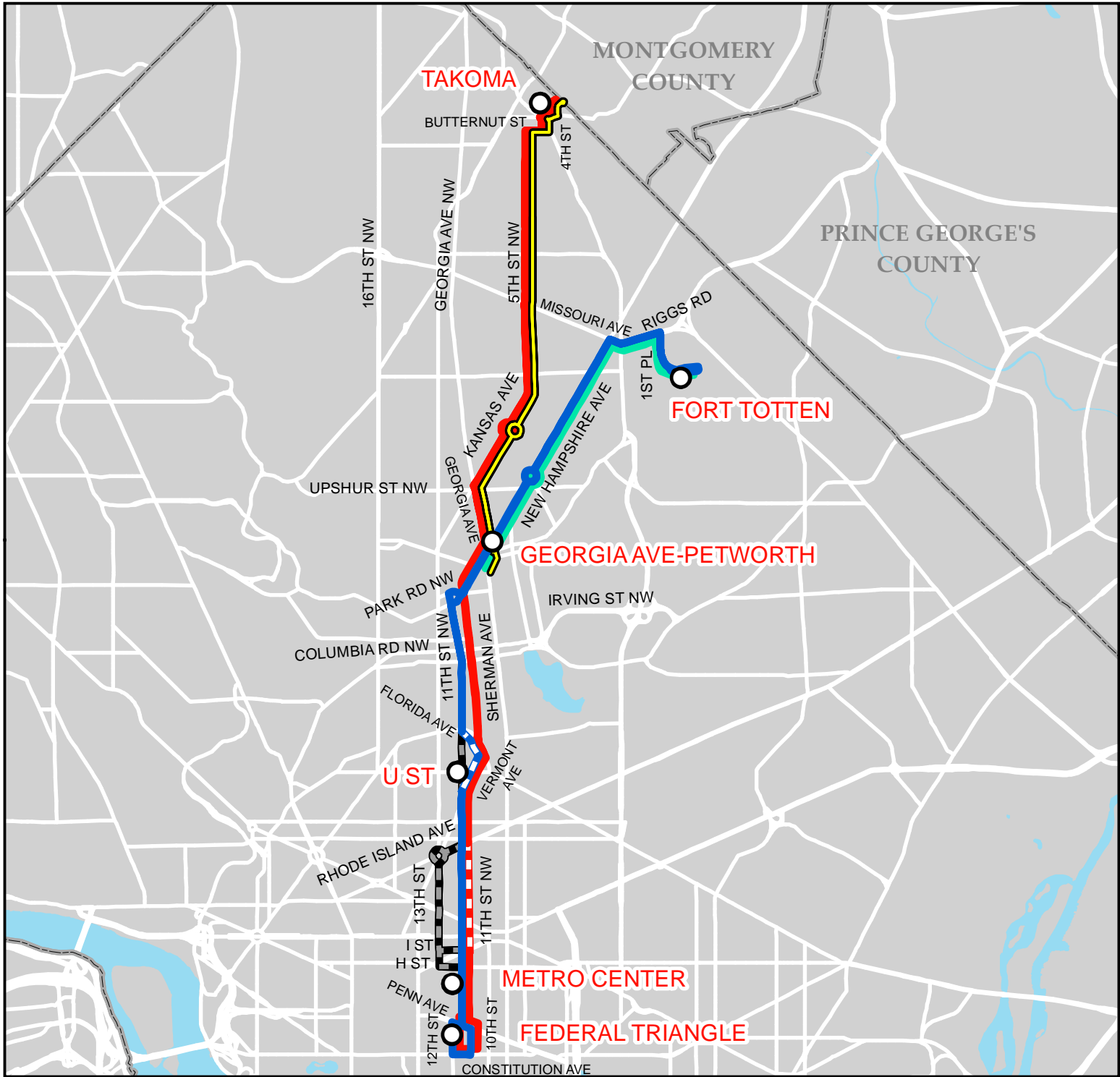
- Proposed restructuring is recommended in the *Metrobus Emerging Corridor Study: 60, 64 – Fort Totten-Petworth Line, 62, 63 – Takoma-Petworth Line (March 2016)* studies, developed with community involvement.
- To provide a transfer-free ride from the Takoma Metrorail station to downtown DC all day during weekdays and weekends.
- To provide common Route 63 and 64 service south of the intersection of Florida Avenue & Sherman Avenue NW, improving frequency for customers traveling to and from downtown DC.

## PERFORMANCE MEASURES

<b>Performance Measure</b>	<b>Routes 62, 63</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	3,854	432	Pass
Cost Recovery	29%	16.6%	Pass
Subsidy per Rider	\$2.09	\$4.81	Pass
Riders per Trip	23.7	10.7	Pass
Riders per Revenue Mile	3.1	1.3	Pass

Note: WMATA guideline information from FY-2016





**62, 63**

**Takoma-Petworth Line**

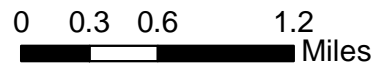
**64**

**Fort Totten-Petworth Line**

**Proposed Route Restructuring**

**Legend**

- Metrorail Stations
- Route 62, renamed 63/
- Unaffected 63
- Unaffected 64
- Proposed new 64/
- Proposed new 63
- Proposed new 64
- Proposed to be eliminated 63, 64



**FORT TOTTEN-PETWORTH LINE – ROUTE 64**

**BUDGET**

- \$580,000 annual reduction

**PROPOSED CHANGE**

- Modify Route 64 to operate via Florida Avenue and Vermont Avenue NW near U St Metrorail Station.
- Shorten every other trip on weekdays, middays and evenings, Saturdays, and Sundays to operate between the Fort Totten and Georgia Ave-Petworth Metrorail stations only.
- Non-rush hour frequency would be modified to operate approximately as follows:

<b>Existing Frequencies (Minutes)</b>				
	Weekday Midday	Weekday Evening	Saturday	Sunday
Fort Totten to Federal Triangle	20	26	22	30
Fort Totten to Petworth	20	26	22	30
Petworth to U Street on 11th Street NW	n/a	n/a	n/a	n/a
Petworth to U Street on Sherman Ave	20	26	22	30
U Street to Federal Triangle on 11th Street NW	20	26	22	30

<b>Proposed Frequencies – Combined Routes 63 and 64 (Minutes)</b>				
	Weekday Midday	Weekday Evening	Saturday	Sunday
Fort Totten to Federal Triangle	45	45	45	45
Fort Totten to Petworth	23	30-45	23	30-45
Petworth to U Street on 11th Street NW	45	45	45	45
Petworth to U Street on Sherman Ave NW	35	45	50	45
U Street to Federal Triangle on 11th Street NW	15-25	20-25	25-30	20-25

- Proposed implementation: June 2018

**ROUTE/SEGMENT ELIMINATION**

- Route 64 would no longer serve 11th Street between Florida Avenue and Vermont Avenue NW.

**ALTERNATIVE SERVICE**

- No alternative service on 11th Street between Florida and Vermont Avenues NW (nearby Route 63 and 64 service would be available along Vermont Avenue NW).
- At Georgia Ave-Petworth Metrorail Station: Metrobus 70, 79; Metrorail Green and Yellow lines.

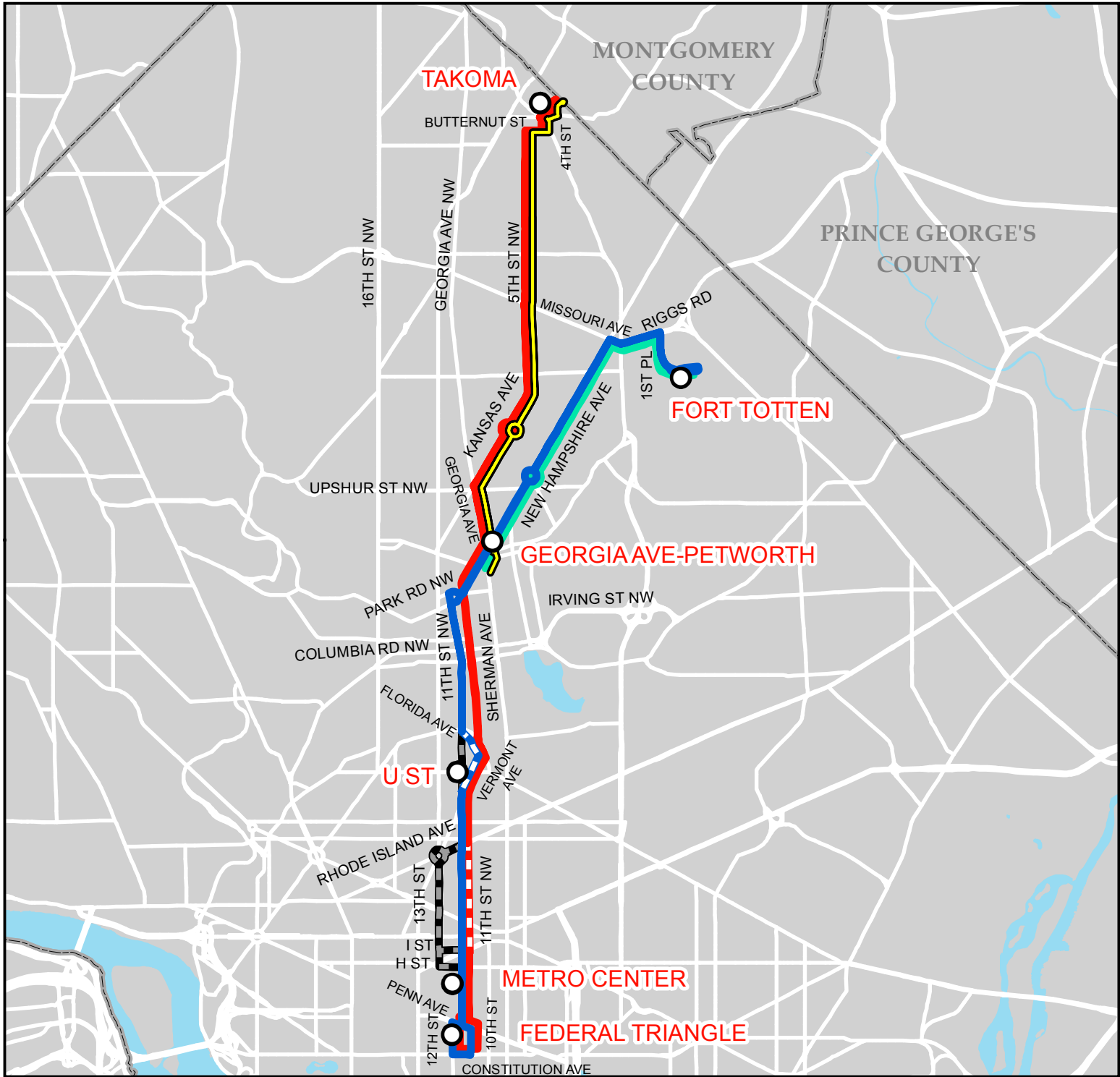
## REASONS FOR CHANGE

- Proposed restructuring is recommended in the *Metrobus Emerging Corridor Study: 60, 64 – Fort Totten-Petworth Line, 62, 63 – Takoma-Petworth Line (March 2016)* studies, developed with community involvement.
- To provide a transfer-free ride from the Takoma and Fort Totten Metrorail stations to downtown DC all day on weekdays and weekends.
- To provide common Route 63 and 64 service south of the intersection of Florida Avenue & Sherman Avenue NW, enabling customers to benefit from combined frequency.
- To avoid the narrow portion of 11th Street between Florida Avenue and Vermont Avenue NW, based on community feedback.

## PERFORMANCE MEASURES

Performance Measure	Route 64	WMATA Guideline	Pass/Fail
Average Weekday Riders	4,287	432	Pass
Cost Recovery	24%	16.6%	Pass
Subsidy per Rider	\$2.47	\$4.81	Pass
Riders per Trip	22	10.7	Pass
Riders per Revenue Mile	5	1.3	Pass

Note: WMATA guideline information from FY-2016



**62, 63**

**Takoma-Petworth Line**

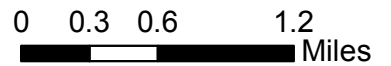
**64**

**Fort Totten-Petworth Line**

**Proposed Route Restructuring**

**Legend**

- Metrorail Stations
- Route 62, renamed 63/
- Unaffected 63
- Unaffected 64
- Proposed new 64/
- Proposed new 63
- Proposed new 64
- Proposed to be eliminated 63, 64



## **CONVENTION CENTER-SOUTHWEST WATERFRONT LINE – ROUTE 74**

### **BUDGET**

- Cost neutral (Wharf Option and/or 4th & P Streets SW Option only)
- \$550,000 annual addition (Stadium Extension option and either/both of the Wharf or 4th & P Streets SW options)

### **PROPOSED CHANGE**

- Stadium Extension Option: Extend from the Half & O Streets SW terminal to the new DC United stadium (Audi Field) at 2nd & R Streets SW. Service would be extended along Half Street, P Street, 2nd Street, V Street, 1st Street, T Street, and 2nd Street to P Street SW.
- Wharf Option: Reroute to serve the new southwest Wharf development along 7th Street and Maine Avenue SW between I and 6th Streets SW.
- 4th & P Streets SW Option: Reroute service to operate in both directions along 4th Street and P Street SW between M and Canal Streets SW. From M Street & Maine Avenue (or 6th Street) SW, service would be rerouted along M Street, 4th Street, P Street, and Canal Street to O Street SW.
- Proposed implementation: June 2018

### **ROUTE/SEGMENT ELIMINATION**

- Stadium Extension Option: P Street between Half Street and 2nd Street SW. One stop at P & 1st Streets would no longer have service. The stop at P & Canal streets SW would be replaced with a stop on 2nd Street, south of P Street SW.
- Wharf Option: 6th and I Streets SW. The northbound and southbound bus stops at 6th & K Streets SW would no longer have service.
- 4th & P Streets SW Option: M Street and Delaware Avenue between 4th Street and Canal Street SW. One stop on M Street and two stops on Delaware Avenue would no longer be served. New stops would be established on southbound 4th Street and eastbound P Street SW, generally opposite existing north and eastbound stops on these streets.

### **ALTERNATIVE SERVICE**

- Wharf Option:
  - Route V1 would continue to provide weekday rush hour service on I Street SW between 6th and 7th Streets SW.
  - Route 74 service would be less than one block from existing stops on I and 6th Streets SW.
- 4th & P Streets SW Option:
  - Route 74 service would be less than two blocks from existing stops at M & 4th Streets SW, or O & 1st Streets SW.
  - Route P6 provides service on M Street at Delaware Avenue SW to/from downtown DC.
  - Route A9 MetroExtra limited-stop service would continue to provide weekday rush hour service between M & 4th Streets SW, L'Enfant Plaza Metrorail Station, and designated stops in downtown DC.
  - DC Circulator will restructure and extend the current Union Station-Navy Yard route along M Street SW to L'Enfant Plaza Metrorail Station, providing a 10 minute frequency of service at stops at M Street & Delaware Avenue SW.

## REASONS FOR CHANGE

- Provide service to the new DC United stadium (Audi Field).
- Provide service to the new Wharf development.
- Simplify the routing between M Street and P Street SW to have two-way service operate on the same streets.
- Stadium and Wharf extensions would provide increased ridership on this underutilized route.
- Coordination with the District Department of Transportation; restructuring of the DC Circulator Union Station-Navy Yard route will provide additional service along M Street SW.

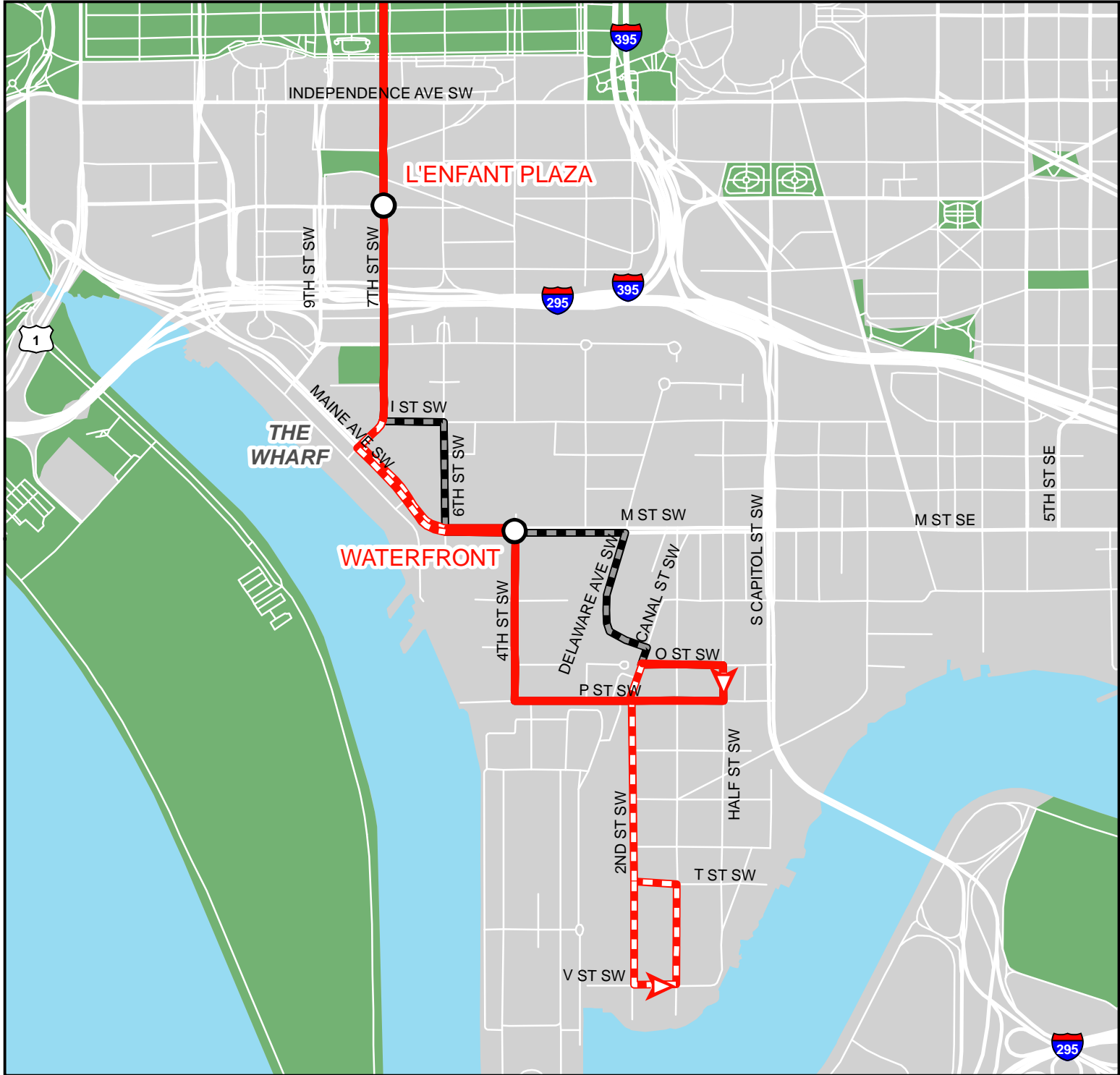
## PERFORMANCE MEASURES

Performance Measure	Route 74	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,443	432	Pass
Cost Recovery	16.2%	16.6%	Fail
Subsidy per Rider	\$3.66	\$4.81	Pass
Riders per Trip	12	10.7	Pass
Riders per Revenue Mile	4.47	1.3	Pass

Note: WMATA guideline information from FY-2016

- Average daily riders using the bus stops at 6th & K Streets SW, and on Delaware Avenue SW proposed for elimination:

	6th & K Streets SW		Delaware Avenue SW	
	<i>Boarding (On)</i>	<i>Exiting (Off)</i>	<i>Boarding (On)</i>	<i>Exiting (Off)</i>
Weekday	28	52	19	78
Saturday	13	19	11	35
Sunday	15	15	8	40







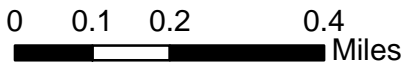
**74**

**Convention Center - Southwest Waterfront Line**

Proposed Route Restructuring

**Legend**

-  Metrorail Stations
-  Unaffected 74
-  Proposed new 74
-  Proposed to be eliminated 74



## **STANTON ROAD LINE – ROUTE 94**

### **BUDGET**

- \$1,330,000 annual reduction

### **PROPOSED CHANGE**

- Eliminate Route 94.
- Proposed implementation: June 2018

### **ROUTE/SEGMENT ELIMINATION**

- Eliminate Route 94.

### **ALTERNATIVE SERVICE**

- New DC Circulator service between the Congress Heights and Anacostia Metrorail stations via Stanton Road SE.
- Metrobus W6 and W8 between Stanton Road & Alabama Avenue SE and the Anacostia Metrorail station.
- The Villages of Parklands loop (Trenton Place/19th Street/Savannah Street SE) would continue to be served by Metrobus W1, W2, and W3 to Metrorail:
  - Metrobus W1 to the Congress Heights and Southern Ave Metrorail stations.
  - Metrobus W2 and W3 to the Congress Heights and Anacostia Metrorail stations (W2 to Southern Ave Metrorail station late evenings).

### **REASONS FOR CHANGE**

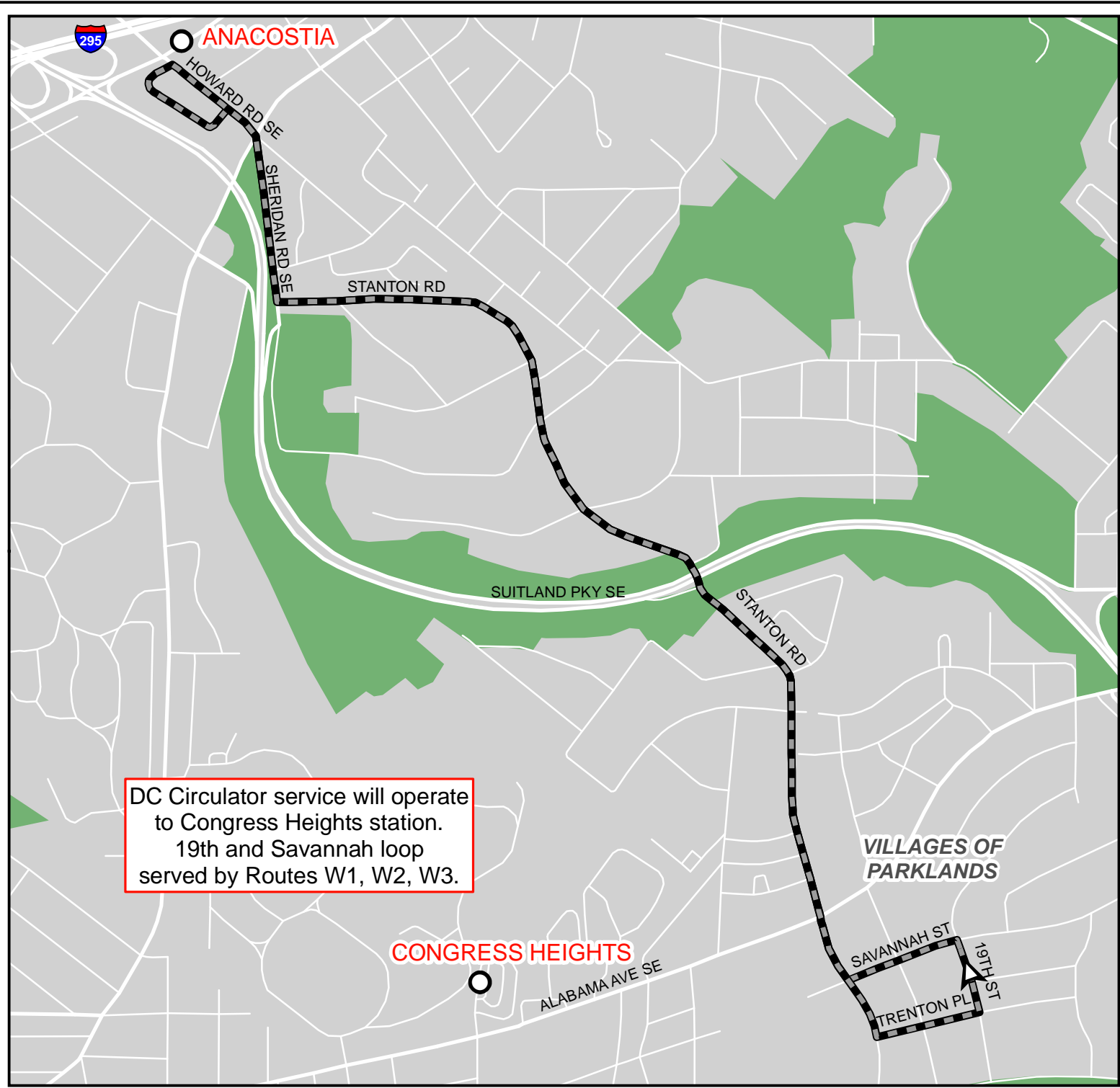
- The DC Department of Transportation proposes to replace Route 94 with a new DC Circulator route along Stanton Road and Alabama Avenue SE between the Anacostia and Congress Heights Metrorail stations.
- Metrobus savings from the replacement of Route 94 will be reallocated to lines with higher demand.

### **PERFORMANCE MEASURES**

<b>Performance Measure</b>	<b>Route 94</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	1,432	432	Pass
Cost Recovery	19%	16.6%	Pass
Subsidy per Rider	\$2.19	\$4.81	Pass
Riders per Trip	12	10.7	Pass
Riders per Revenue Mile	6.3	1.3	Pass

Note: WMATA guideline information from FY-2016







**94**

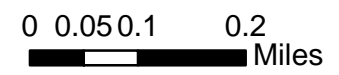
**Stanton Road Line**

Proposed Route Elimination

**Legend**

-  Metrorail Stations
-  Route 94

DC Circulator service will operate to Congress Heights station. 19th and Savannah loop served by Routes W1, W2, W3.



## **EAST CAPITOL STREET-CARDOZO LINE – ROUTE 96**

### **BUDGET**

- Cost neutral

### **PROPOSED CHANGE**

- Eliminate the segment of Route 96 along Wisconsin Avenue between Newark Street NW and Tenleytown-AU Metrorail Station.
- Proposed implementation: June 2018

### **ROUTE/SEGMENT ELIMINATION**

- Eliminate service along Wisconsin Avenue between Newark Street NW and Tenleytown-AU Metrorail Station.
- End service at Cathedral Commons (McLean Gardens) via one of the following turn-around routes:
  - Option 1: From northbound Wisconsin Avenue, left on Newark Street to terminal stand on the north side of Newark Street, midblock between Wisconsin and Idaho Avenues NW. Departing the terminal, buses would proceed west on Newark Street, right on Idaho Avenue, right on Wisconsin Avenue NW and resume the current eastbound route.
  - Option 2: From northbound Wisconsin Avenue, left on Newark Street, left on Idaho Avenue NW to terminal stand midblock on the west side of Idaho Avenue, between Newark and Macomb Streets NW. Departing the terminal, buses would proceed south on Idaho Avenue, left on Macomb Street, right on Wisconsin Avenue NW and resume the current eastbound route.
  - Option 3 (former route prior to 2012 long-term detour to Tenleytown-AU): From northbound Wisconsin Avenue, left on Porter Street, left on 38th Street, left on Newark Street NW to terminal stand at Idaho Avenue. Departing the terminal, buses would continue east on Newark Street, right on Wisconsin Avenue NW and resume the current eastbound route.

### **ALTERNATIVE SERVICE**

- Metrobus 30N, 30S, 31, 33, H3, and H4 between Wisconsin Avenue & Newark Street NW, Wisconsin Avenue & Porter Street NW, and Tenleytown-AU Metrorail Station.
- Metrobus 37 limited-stop MetroExtra service on Wisconsin Avenue at Woodley Road, Porter Street, Van Ness/Veazey Streets NW, and at Tenleytown-AU Metrorail Station (Albemarle Street).

### **REASONS FOR CHANGE**

- Route 96 formerly ended at McLean Gardens before it was extended to Tenleytown-AU Metrorail Station as a long-term detour route in 2012 to accommodate construction of Cathedral Commons.
- Improve service reliability and on-time performance by shortening the route to operate between McLean Gardens and the East Capitol Street corridor.
- Reduce duplication with other routes in response to demand.

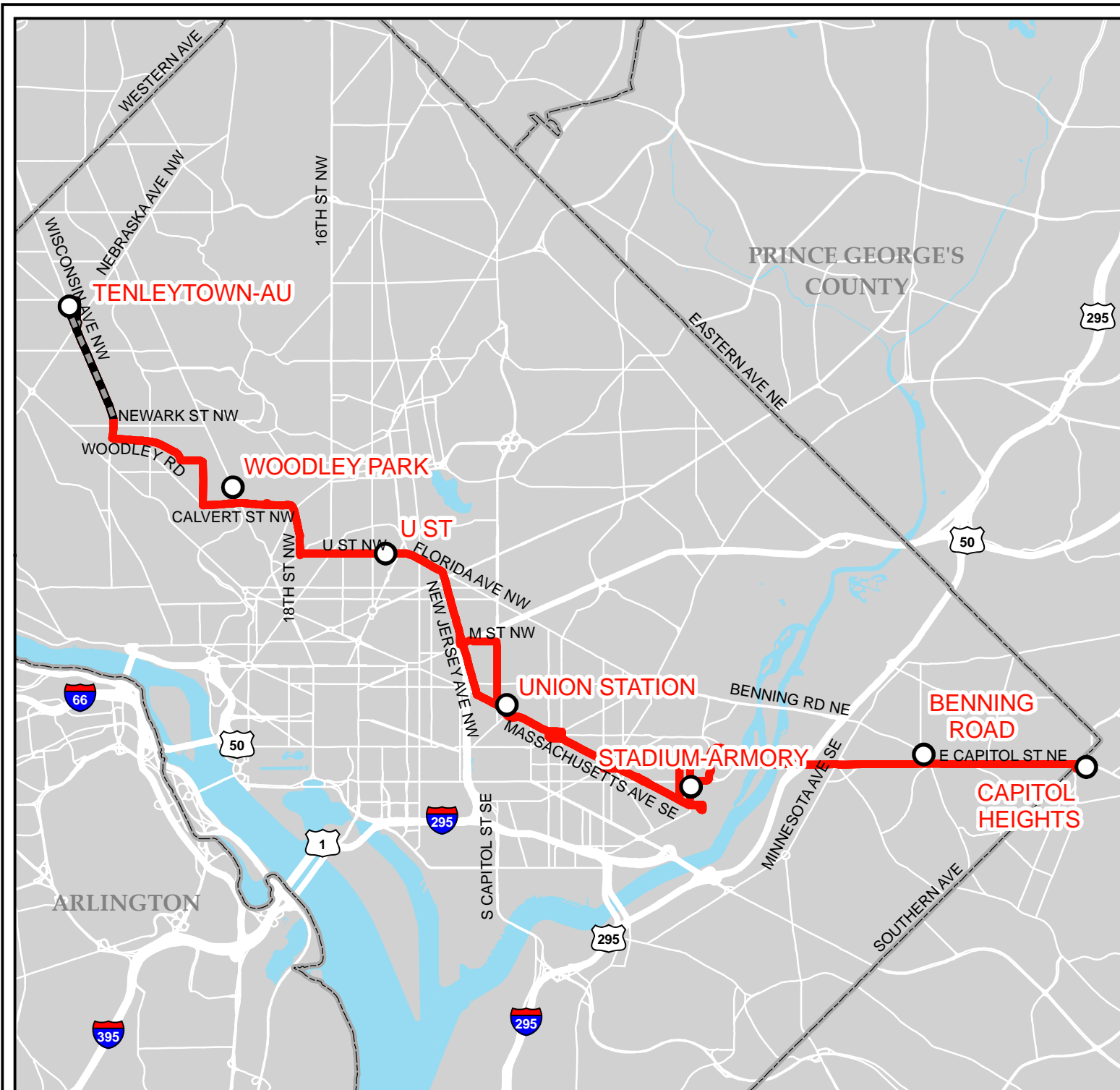
## PERFORMANCE MEASURES

Performance Measure	Route 96	WMATA Guideline	Pass/Fail
Average Weekday Riders	4,582	432	Pass
Cost Recovery	18%	16.6%	Pass
Subsidy per Rider	\$3.62	\$4.81	Pass
Riders per Trip	29	10.7	Pass
Riders per Revenue Mile	3.0	1.3	Pass

Note: WMATA guideline information from FY-2016

Average Riders per Trip (Route Segment Proposed For Elimination)		
	Westbound	Eastbound
Weekday	8.1	8.6
Saturday	5.1	5.7
Sunday	4.2	4.7

On-Time Performance	
Weekday	62.4%
Saturday	55.9%
Sunday	71.6%






**96**

**East Capitol Street -  
Cardozo Line**

**Proposed Route  
Modifications**

**Legend**

-  Metrorail Stations
-  Route 96
-  Proposed to be eliminated 96



## **BROOKLAND-POTOMAC PARK LINE – ROUTE H1**

### **BUDGET**

- \$620,000 annual addition (weekday midday service)
- \$221,000 annual addition (two-way morning and afternoon rush hour service)

### **PROPOSED CHANGE**

- Add morning eastbound and afternoon westbound rush hour service.
- Add weekday midday service.
- Change the Potomac Park terminal to Virginia Avenue & 18th Street NW.
- Proposed implementation: June 2018

### **ROUTE/SEGMENT ELIMINATION**

- Routing in the Potomac Park area would be changed to operate on Constitution Avenue, 18th Street, and Virginia Avenue to terminal west of 18th Street NW.
- Service on 18th Street between Virginia Avenue and E Street (three stops) NW, and C Street between 17th Street and Virginia Avenue (two stops) NW, would be eliminated.

### **ALTERNATIVE SERVICE**

- Metrobus L1 between 23rd & F Streets NW and 18th & E Streets/17th & C Streets NW (Potomac Park) terminals.
- Metrobus 80 between 23rd & F Streets and 18th/19th & E Streets NW.

### **REASONS FOR CHANGE**

- Provide all day, two-way weekday crosstown service between the Brookland-CUA, Columbia Heights, Dupont Circle, and Foggy Bottom-GWU Metrorail stations in response to community requests, a connection currently only available during weekday rush hours in the peak direction of travel.
- Potomac Park rerouting places all-day Route H1 service at a single terminal stand (Virginia Avenue & 18th Street NW), instead of the separate morning and afternoon terminals currently used, eliminating Potomac Park route and stop complexity for customers.
- Recommended in the *2013 H Lines Service Evaluation Study*.

### **PERFORMANCE MEASURES**

<b>Performance Measure</b>	<b>Route H1</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	669	432	Pass
Cost Recovery	33%	16.6%	Pass
Subsidy per Rider	\$2.26	\$4.81	Pass
Riders per Trip	45	10.7	Pass
Riders per Revenue Mile	7.1	1.3	Pass

Note: WMATA guideline information from FY-2016







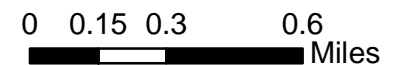
**H1**

**Brookland-  
Potomac Park Line**

Proposed  
Frequency  
Improvements

**Legend**

-  Metrorail Stations
-  Unaffected H1
-  Proposed new H1
-  Proposed to be eliminated H1



## **MAYFAIR–MARSHALL HEIGHTS LINE – ROUTES U5, U6**

### **BUDGET**

- \$687,000 annual reduction

### **PROPOSED CHANGE**

- Shorten the routes to operate between the Minnesota Ave Metrorail station and Marshall Heights/Lincoln Heights.
- Proposed implementation: June 2018

### **ROUTE/SEGMENT ELIMINATION**

- Routes U5 and U6 between the Minnesota Ave Metrorail station and Mayfair/Parkside (Foote Street, Barnes Street, Hayes Street, and Jay Street NE).

### **ALTERNATIVE SERVICE**

- Metrobus U7 would be rerouted and extended to serve stops along the current U5 and U6 routing between the Minnesota Ave Metrorail station and the Mayfair/Parkside community.

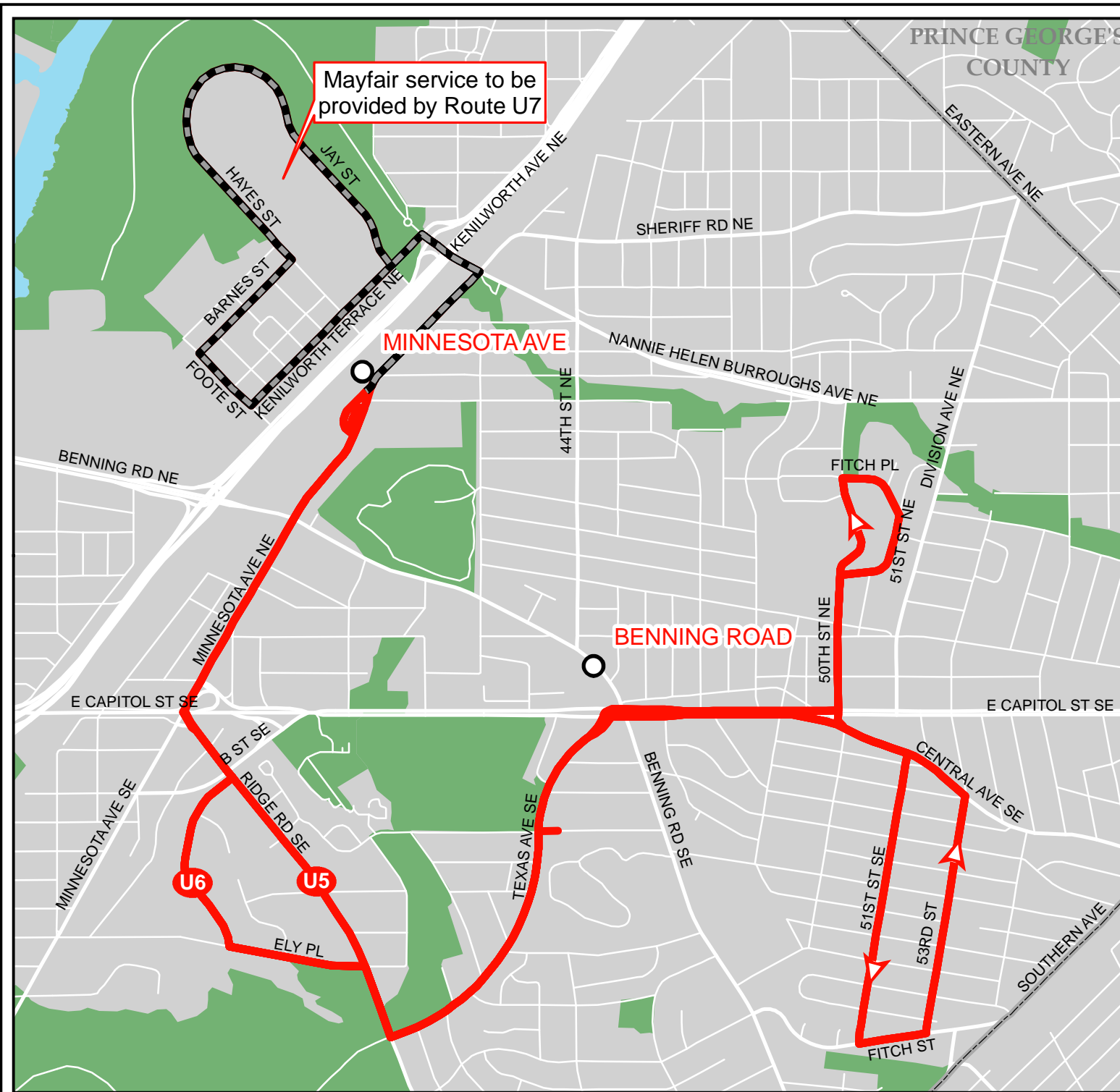
### **REASONS FOR CHANGE**

- Improve service reliability and on-time performance by shortening the routes.
- Create a better balance of capacity and customer demand on routes U5, U6, and U7.
- Recommended in the *2014 U and V Lines Service Evaluation Study*.
- Respond to Minnesota Avenue NE construction conclusion.

### **PERFORMANCE MEASURES**

<b>Performance Measure</b>	<b>Routes U5, U6</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	3,233	432	Pass
Cost Recovery	18%	16.6%	Pass
Subsidy per Rider	\$2.40	\$4.81	Pass
Riders per Trip	45	10.7	Pass
Riders per Revenue Mile	4.4	1.3	Pass

Note: WMATA guideline information from FY-2016



Mayfair service to be provided by Route U7

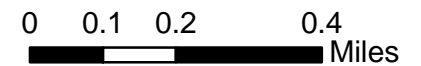
## U5,6

### Mayfair-Marshall Heights Line

#### Proposed Route Modifications

**Legend**

- Metrorail Stations
- U5,6
- Proposed to be eliminated U5,U6





## **DEANWOOD-MINNESOTA AVENUE LINE – ROUTE U7**

### **BUDGET**

- \$1,300,000 annual addition

### **PROPOSED CHANGE**

- Reroute and extend Route U7 to serve the Mayfair/Parkside loop (Kenilworth Terrace, Foote Street, Barnes Street, Hayes Street, and Jay Street NE), to replace Route U5 and U6 service.
- Extend service from the Minnesota Ave Metrorail station to the intersection of Minnesota Avenue & Ridge Road SE between 9 a.m. and 4 p.m. weekdays, and 7 a.m. and 7 p.m. Saturdays to provide connections to the Minnesota Avenue shopping corridor.
- Proposed implementation: June 2018

### **ALTERNATIVE SERVICE**

- Before 9 a.m. and after 4 p.m. weekdays, and before 7 a.m. and after 7 p.m. Saturdays, and all day on Sundays, riders from Mayfair/Parkside can transfer to routes U5, U6, V2, and V4 at the Minnesota Ave Metrorail station to reach the Minnesota Avenue shopping corridor.

### **REASONS FOR CHANGE**

- Retain direct connections between Mayfair/Parkside, Minnesota Ave Metrorail Station, and the Minnesota Avenue shopping corridor during primary shopping hours.
- Improve productivity by rerouting and extending Route U7 to serve moderate to high density residential and commercial corridors.

### **PERFORMANCE MEASURES**

<b>Performance Measure</b>	<b>Route U7</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	761	432	Pass
Cost Recovery	12%	16.6%	Fail
Subsidy per Rider	\$3.69	\$4.81	Pass
Riders per Trip	7	10.7	Fail
Riders per Revenue Mile	3.6	1.3	Pass

Note: WMATA guideline information from FY 2016






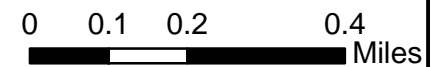
**U7**

Deanwood-  
Minnesota Ave  
Station Line

Proposed Route  
Extension

**Legend**

-  Metrorail Stations
-  Unaffected U7
-  Proposed new U7



## **BENNING HEIGHTS LINE – ROUTE U8**

### **BUDGET**

- \$945,000 annual addition

### **PROPOSED CHANGE**

- Extend every other weekday morning and afternoon rush hour trip to the Congress Heights Metrorail Station via Benning Road and Alabama Avenue SE.
- The combined weekday rush hour frequency of routes U8 and W4 between East Capitol Street & Benning Road and Congress Heights would be improved from every 12-15 minutes to every 7-8 minutes in response to customer demand and crowding.
- Proposed implementation: December 2017

### **ROUTE/SEGMENT ELIMINATION**

- Trips to and from Congress Heights would not serve the Benning Heights loop (E Street, Alabama Avenue, H Street SE). Congress Heights trips would remain on Benning Road in both directions between E and H Streets SE.
- Every other weekday rush hour trip would continue to operate via the Benning Heights loop every 20 minutes.

### **ALTERNATIVE SERVICE**

- Every other weekday rush hour trip would continue to operate via the Benning Heights loop every 20 minutes.
- Route U8 service would be available at stops along Benning Road SE.
- Metrobus W4 between East Capitol Street & Benning Road and the Congress Heights Metrorail station.

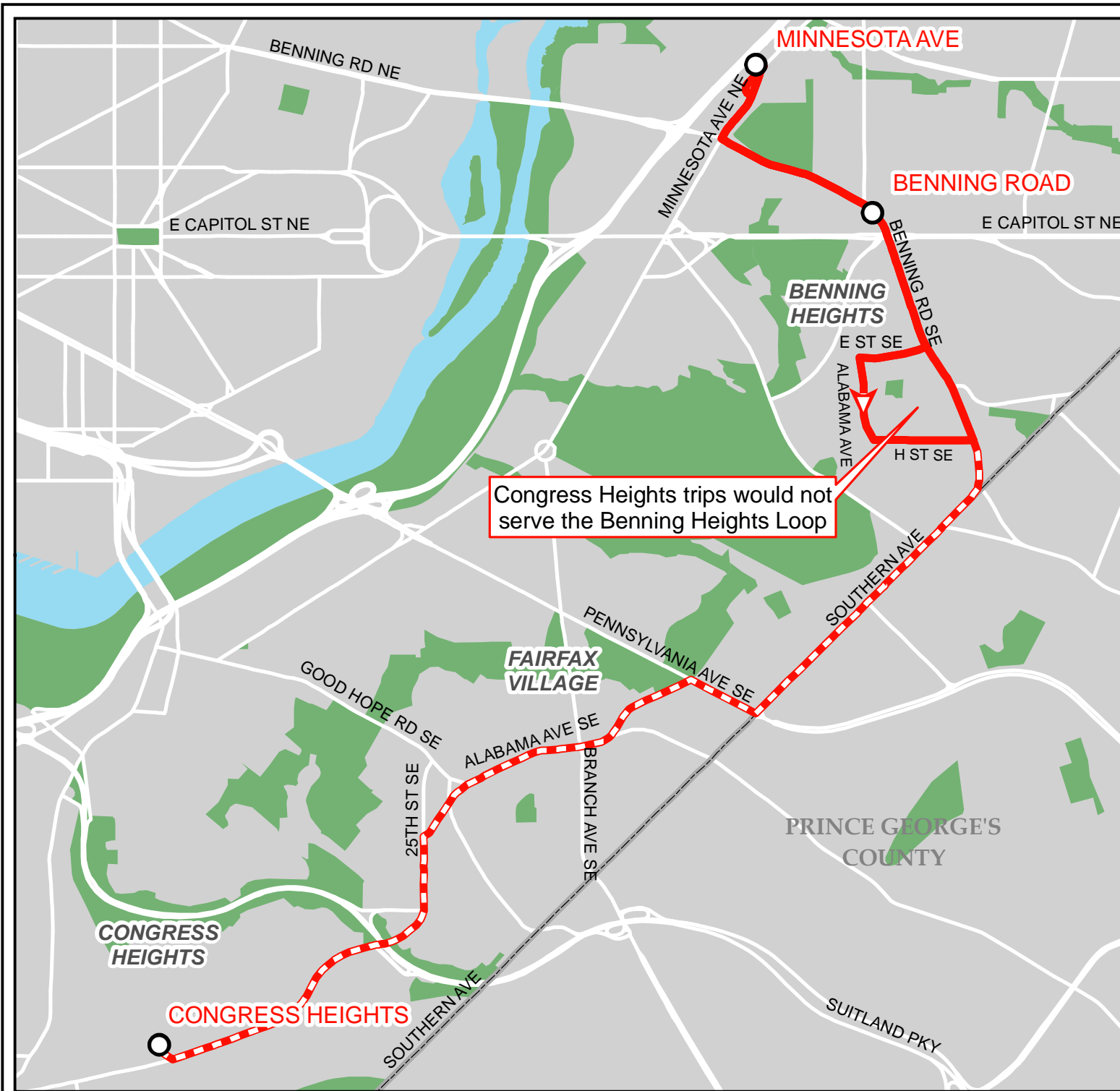
### **REASONS FOR CHANGE**

- Relieve Route W4 overcrowding and respond to customer demand on portions of Alabama Avenue SE and Benning Road.
- Recommended in the *2014 U and V Lines Service Evaluation Study*.
- Responds to requests by the District of Columbia and District Department of Transportation.

### **PERFORMANCE MEASURES**

<b>Performance Measure</b>	<b>Route U8</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	2,487	432	Pass
Cost Recovery	21%	16.6%	Pass
Subsidy per Rider	\$2.09	\$4.81	Pass
Riders per Trip	12	10.7	Pass
Riders per Revenue Mile	5.8	1.3	Pass

Note: WMATA guideline information from FY-2016






**U8**

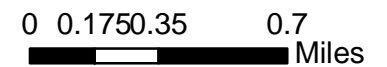
**Benning Heights Line**

**Proposed Route Extension**

Congress Heights trips would not serve the Benning Heights Loop

**Legend**

-  Metrorail Stations
-  Unaffected U8
-  Proposed new U8



## **FAIRFAX VILLAGE-L'ENFANT PLAZA LINE – ROUTE V5**

### **BUDGET**

- \$609,000 annual reduction

### **PROPOSED CHANGE**

- Eliminate Route V5.
- Proposed implementation: June 2018

### **ROUTE/SEGMENT ELIMINATION**

- Eliminate Route V5.

### **ALTERNATIVE SERVICE**

- Metrobus 39 limited-stop MetroExtra service along Southern Avenue and Pennsylvania Avenue SE between Naylor Rd Metrorail Station, Fairfax Village, and Potomac Park/downtown DC.
- Metrobus 30N and 36 between Alabama & Branch Avenues SE and downtown DC.
- Metrobus 30S, 32, and 34 between Alabama Avenue & Naylor Road SE and downtown DC.
- Metrobus 92 on Good Hope Road SE between Naylor Road SE and Eastern Market Metrorail Station.
- Metrobus W4 on Alabama Avenue SE between Fairfax Village and Naylor Road SE.
- DC Circulator service on Good Hope Road SE.

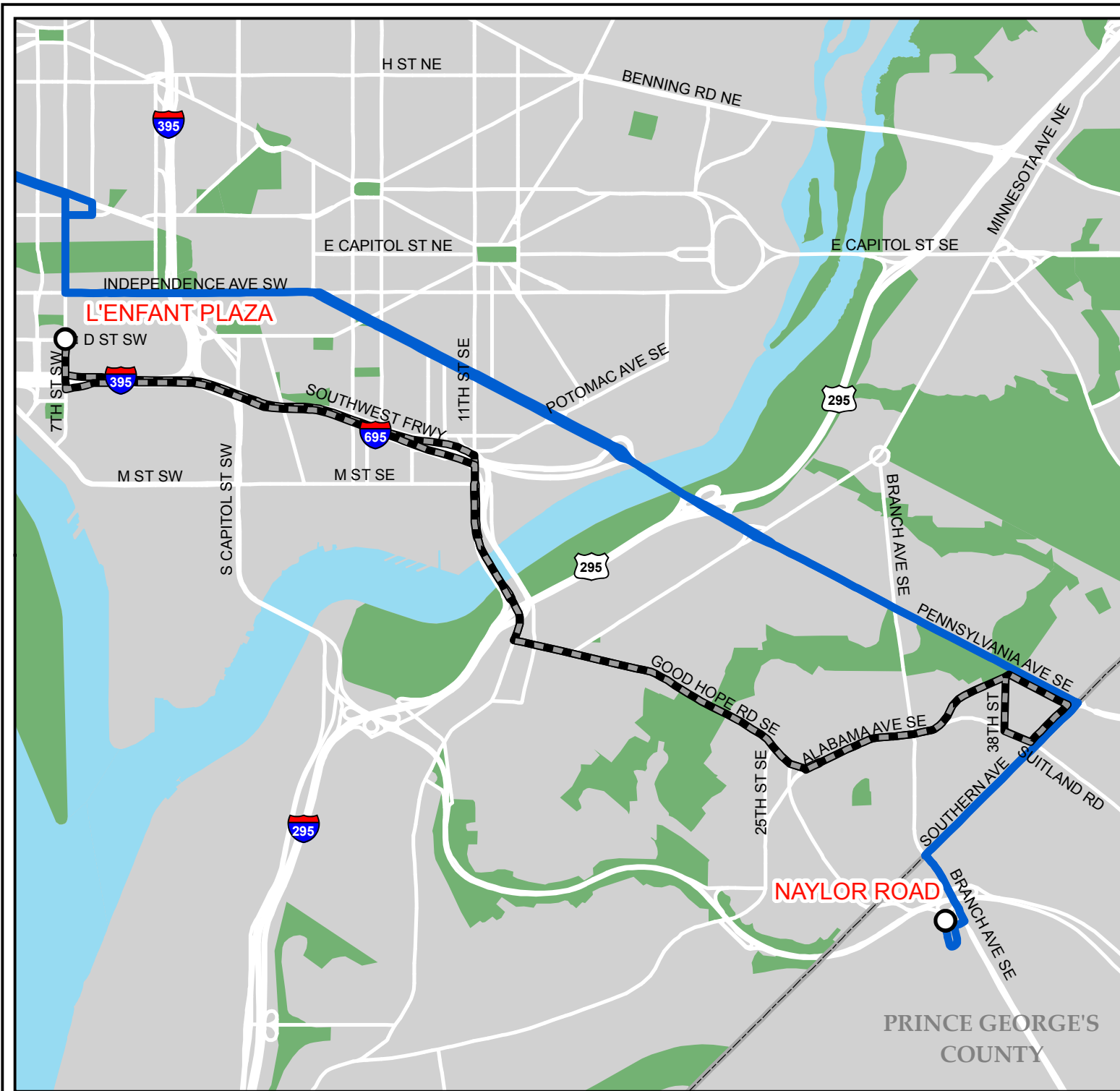
### **REASONS FOR CHANGE**

- Low ridership and demand.
- Duplication with other routes, including limited-stop MetroExtra service between Fairfax Village and downtown DC.
- Route V5 operates along portions of the Southeast-Southwest Freeway, limiting ridership and connection opportunities with other service.

### **PERFORMANCE MEASURES**

<b>Performance Measure</b>	<b>Route V5</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	315	432	Fail
Cost Recovery	15%	16.6%	Fail
Subsidy per Rider	\$5.06	\$4.81	Fail
Riders per Trip	18	10.7	Pass
Riders per Revenue Mile	3.1	1.3	Pass

Note: WMATA guideline information from FY-2016






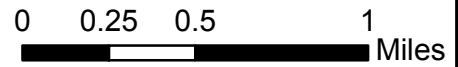
**V5**

**Fairfax Village-  
L'Enfant Plaza Line**

**Proposed Route  
Elimination**

**Legend**

-  Metrorail Stations
-  Proposed to be eliminated V5
-  Route 39



PRINCE GEORGE'S  
COUNTY

## **BENNING ROAD-H STREET LINE – ROUTE X2**

### **BUDGET**

- \$177,000 annual reduction

### **PROPOSED CHANGE**

- Adjust the time between weekday midday buses from every 8 minutes to every 10-12 minutes.
- All midday trips would operate along the entire route to/from Lafayette Square instead of Gallery Place.
- Proposed implementation: June 2018

<b>Benning Road-H Street Buses Per Hour</b>		
	Weekday Midday Buses Per Hour	
	<i>Existing (Route X2)</i>	<i>Proposed (Route X2 and X9)</i>
Minnesota Ave Station to Downtown DC	7	9 (with 10 minute Route X2 frequency) 8 (with 12 minute Route X2 frequency)

### **ALTERNATIVE SERVICE**

- Metrobus X2 at a reduced frequency of service.
- New midday Metrobus X9 limited-stop MetroExtra service between the Capitol Heights, Minnesota Ave, Gallery Place-Chinatown, and Metro Center Metrorail stations (including at stops served by Metrobus X2).
- DC Streetcar service between Benning Road & Oklahoma Avenue NE and Union Station.

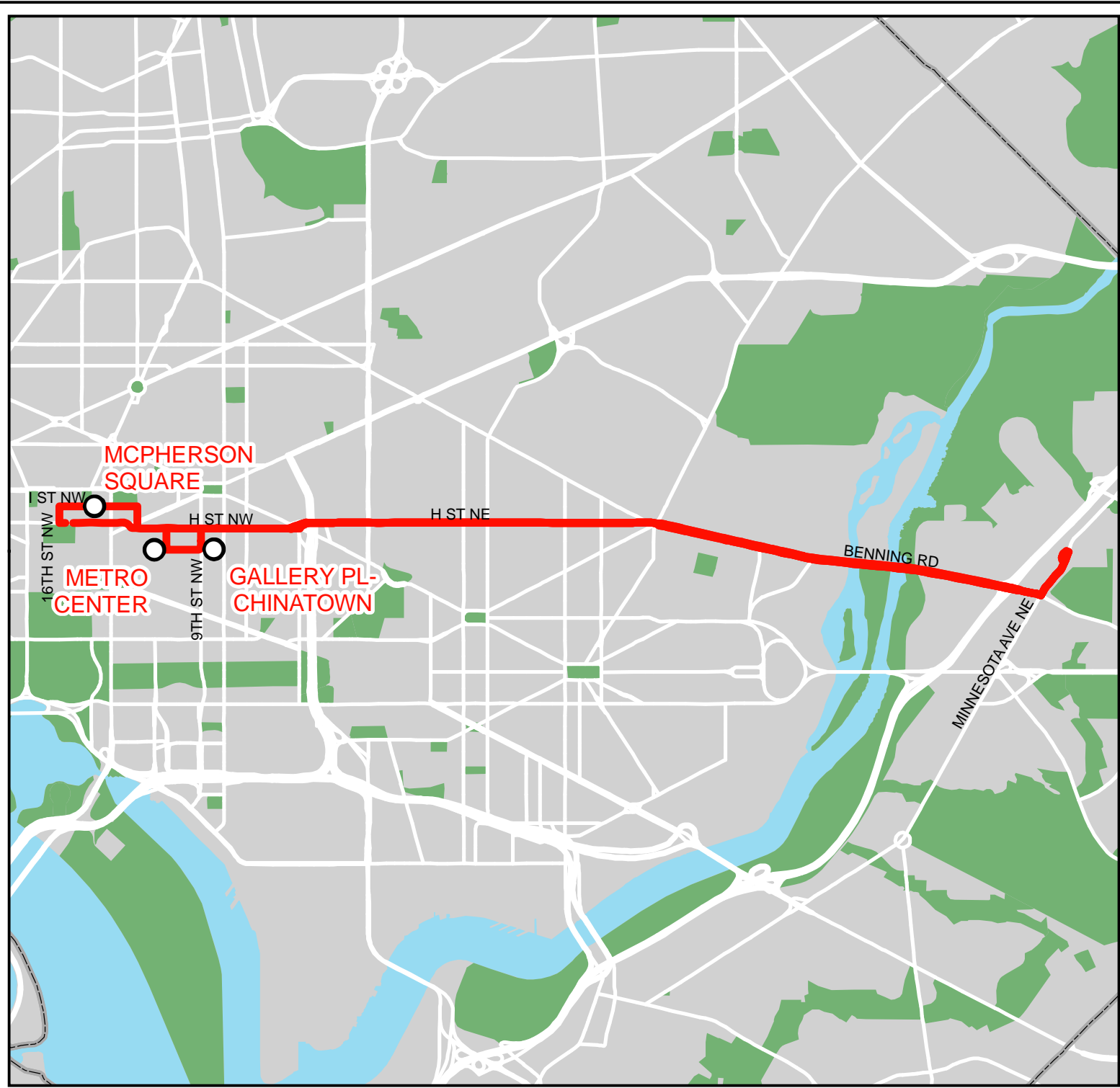
### **REASON FOR CHANGE**

- Create a better balance of capacity and demand throughout the Benning Road and H Street corridor with the implementation of midday Route X9 limited-stop MetroExtra service.
- Provide expanded limited-stop MetroExtra hours of service in Northeast DC.
- Responds to requests by the District Department of Transportation.
- Provides the ability to add service to Route X9 which would provide a weekday midday transfer-free ride throughout the entire corridor between downtown DC and Capitol Heights Metrorail Station.

### **PERFORMANCE MEASURES**

<b>Performance Measure</b>	<b>Route X2</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	12,006	432	Pass
Cost Recovery	32%	16.6%	Pass
Subsidy per Rider	\$1.31	\$4.81	Pass
Riders per Trip	44	10.7	Pass
Riders per Revenue Mile	8.9	1.3	Pass

Note: WMATA guideline information from FY-2016





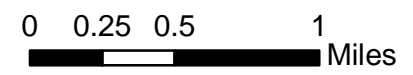
**X2**

**Benning Road-  
H Street Line**

Proposed  
Reliability  
Improvements

**Legend**

-  Metrorail Stations
-  X2





## **BENNING ROAD-H STREET LIMITED LINE – ROUTE X9**

### **BUDGET**

- \$886,000 annual addition

### **PROPOSED CHANGE**

- Add weekday midday Route X9 limited-stop MetroExtra service between the Capitol Heights, Minnesota Ave, Gallery Place-Chinatown, and Metro Center Metrorail stations.
- Weekday midday service would operate every 20 minutes.
- Proposed implementation: June 2018

### **REASONS FOR CHANGE**

- Provide weekday midday limited-stop MetroExtra service to portions of Northeast DC without direct, limited-stop connections to downtown DC, except during weekday rush hours in response to customer demand and requests and jurisdictional coordination.
- Provides additional limited-stop capacity to accommodate new riders in the Benning Road-H Street corridor.
- Recommended in the 2010 *Benning Road-H Street Lines Service Evaluation Study*.
- Responds to requests by the District Department of Transportation.
- Provide a weekday midday transfer-free ride throughout the entire corridor on proposed Route X9 between downtown DC and Capitol Heights Metrorail Station.

### **PERFORMANCE MEASURES**

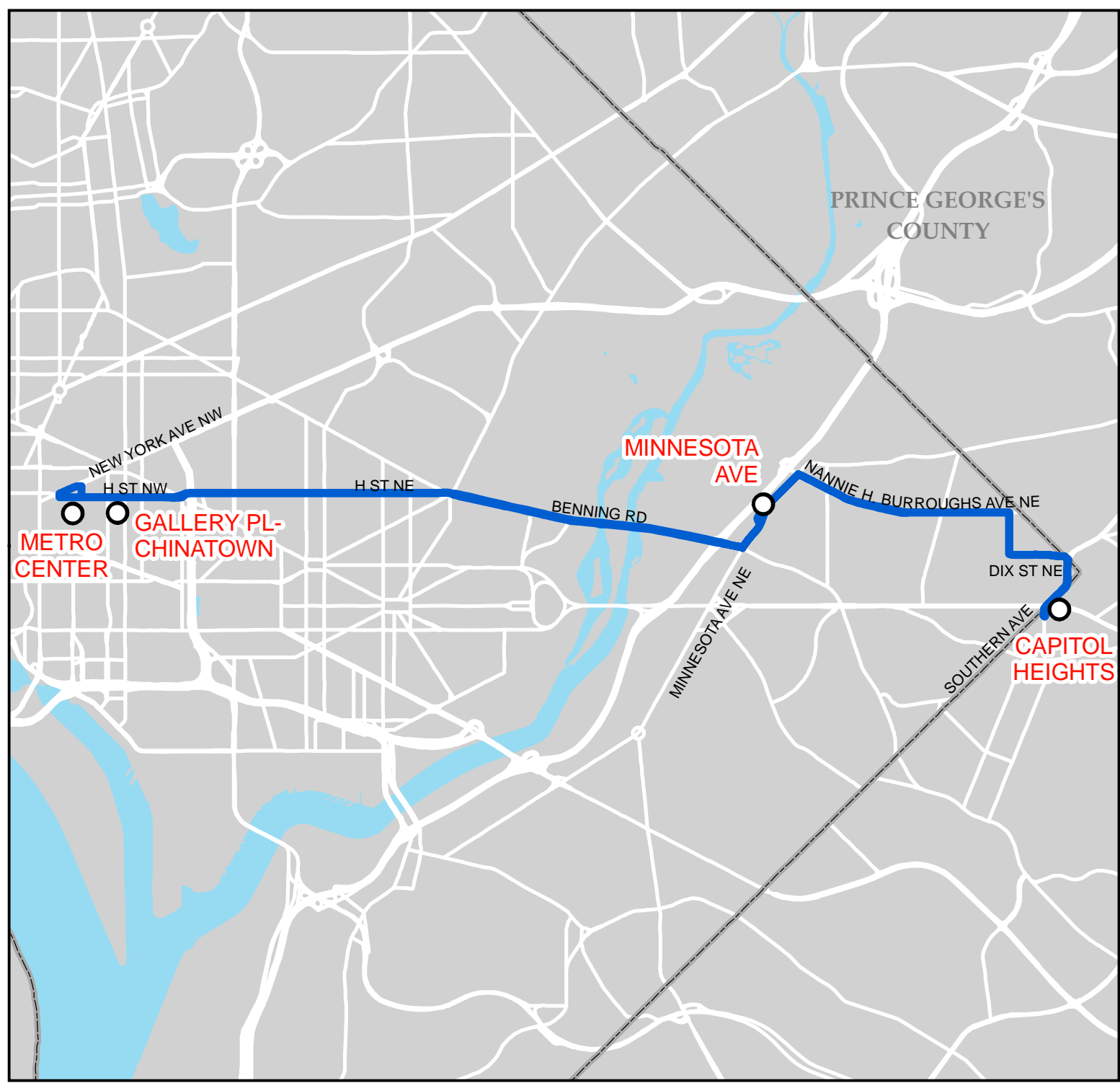
<b>Performance Measure</b>	<b>Route X9</b>	<b>WMATA Guideline</b>	<b>Pass/Fail</b>
Average Weekday Riders	1,879	432	Pass
Cost Recovery	25%	16.6%	Pass
Subsidy per Rider	\$2.02	\$4.81	Pass
Riders per Trip	43	10.7	Pass
Riders per Revenue Mile	5.6	1.3	Pass

Note: WMATA guideline information from FY-2016

**X9**

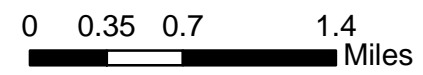
### Benning Road- H Street Line

Proposed  
Frequency  
Improvements



**Legend**

- Metrorail Stations
- X9



## **CAPITOL HEIGHTS-ADDISON ROAD METRORAIL TRANSFER**

- Allow customers transferring between certain bus lines to ride Metrorail Blue Line/Silver Line between the Capitol Heights and Addison Road Metrorail stations at no charge with SmarTrip®.