

VIRGINIA

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

BUDGET

- Cost neutral

PROPOSED CHANGE

- Route 4A would operate during morning and afternoon rush hours only. Midday and evening service would be discontinued.
- Route 4B would operate every 30 minutes all day on weekdays.
- Proposed implementation: June 2018

ROUTE/SEGMENT ELIMINATION

- Midday and evening Route 4A service between the intersection of Arlington Boulevard & Park Drive and Rosslyn Metrorail Station would be eliminated.

ALTERNATIVE SERVICE

- Northbound and southbound service available at Arlington Boulevard (US-50) intersections with Carlin Springs Road (Metrobus 25B), George Mason Drive (Metrobus 22A, 22C), Glebe Road (Metrobus 10B, 23A, 23B, 23T; ART 41), and Washington Boulevard (ART 42, 77).

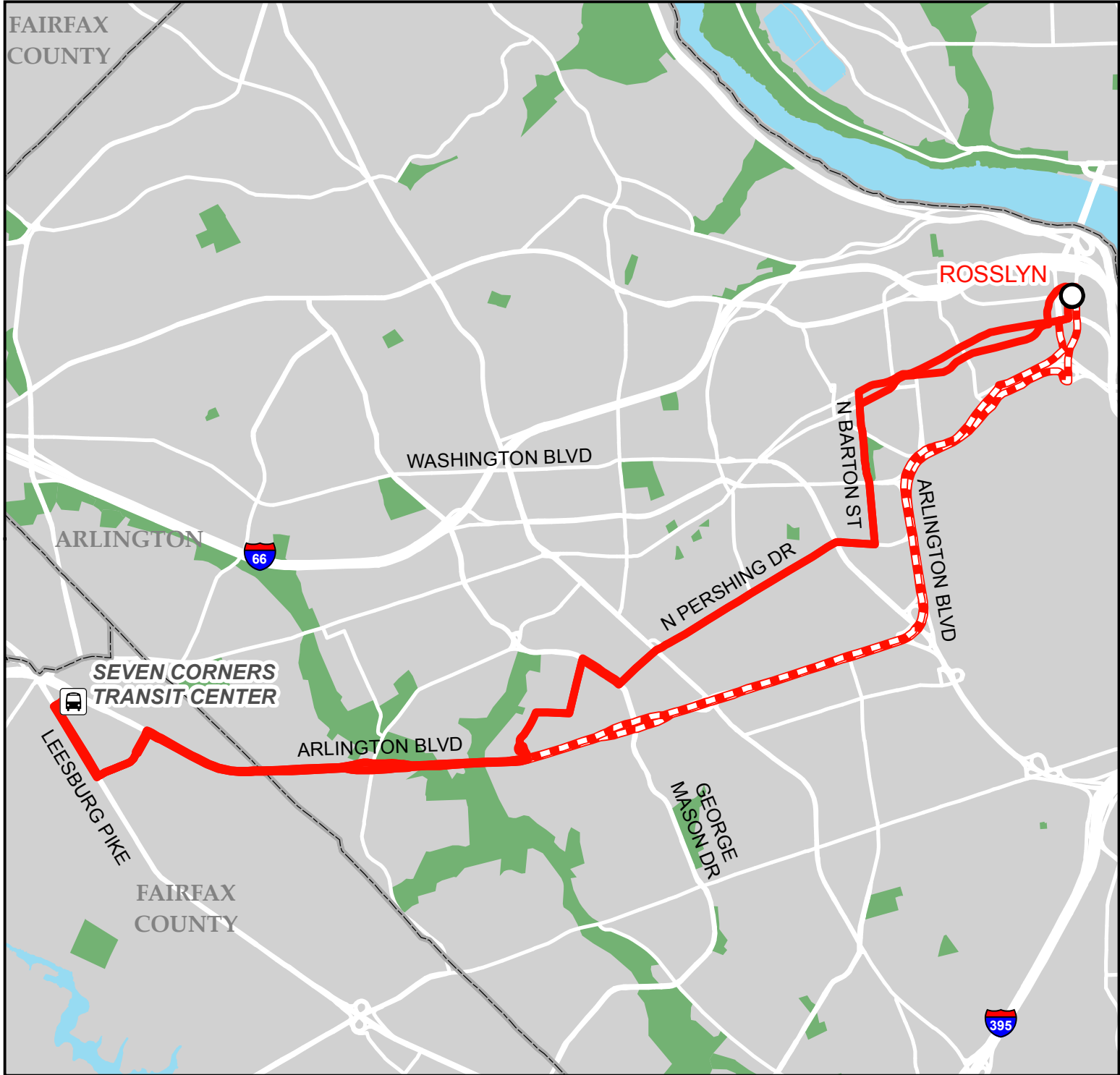
REASONS FOR CHANGE

- Existing Route 4A ridership is low, and other bus alternatives exist that cross Arlington Boulevard.
- Reduces the time between buses during weekdays, middays and evenings on Route 4B, improving the frequency of service for the majority of passengers in the corridor.

PERFORMANCE MEASURES

Performance Measure	Route 4A	WMATA Guideline	Pass/Fail
Average Weekday Riders	748	432	Pass
Cost Recovery	39.62%	16.6%	Pass
Subsidy per Rider	\$3.85	\$4.81	Pass
Riders per Trip	11.9	10.7	Pass
Riders per Revenue Mile	1.86	1.3	Pass

Note: WMATA guideline information from FY-2016






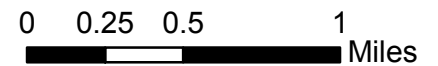
4A, 4B

Pershing Dr-
Arlington Blvd Line

**Proposed Route
Modifications**

Legend

-  Metrorail Stations
-  4A (Rush Hour Only)
-  4B



LINCOLNIA-NORTH FAIRLINGTON LINE – ROUTES 7A, 7F

BUDGET

- Cost neutral

PROPOSED CHANGE

- Routes 7A and 7F would be rerouted to operate via Pentagon City and the I-395 general purpose lanes between the Shirlington Rotary and the Pentagon Transit Center during weekdays, middays and evenings, Saturdays, and Sundays, with the time between buses increasing by approximately 10 minutes to accommodate added service at Pentagon City.
- Proposed implementation: June 2018

REASONS FOR CHANGE

- Operating routes 7A and 7F via Pentagon City provides customers direct access to a major activity center between Shirlington and the Pentagon, and would facilitate transfers to additional bus service, including Metroway, offered at Pentagon City.

PERFORMANCE MEASURES

Performance Measure	Routes 7A, 7F	WMATA Standard	Pass/Fail
Average Weekday Riders	1,861	432	Pass
Cost Recovery	17.46%	16.6%	Pass
Subsidy per Rider	\$5.75	\$4.81	Fail
Riders per Trip	14.3	10.7	Pass
Riders per Revenue Mile	1.6	1.3	Pass


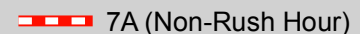

Note: WMATA guideline information from FY-2016

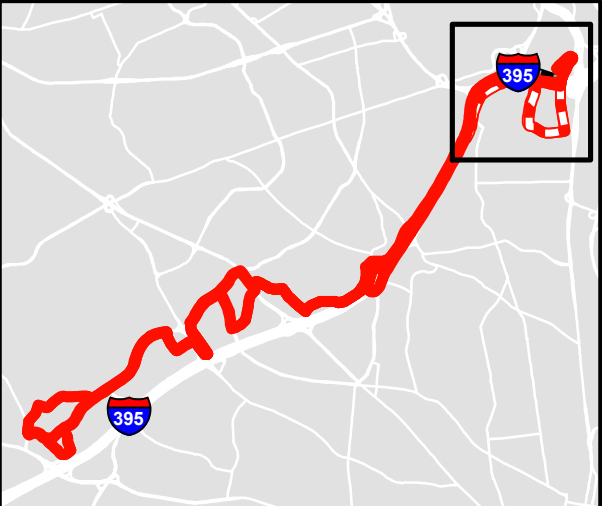
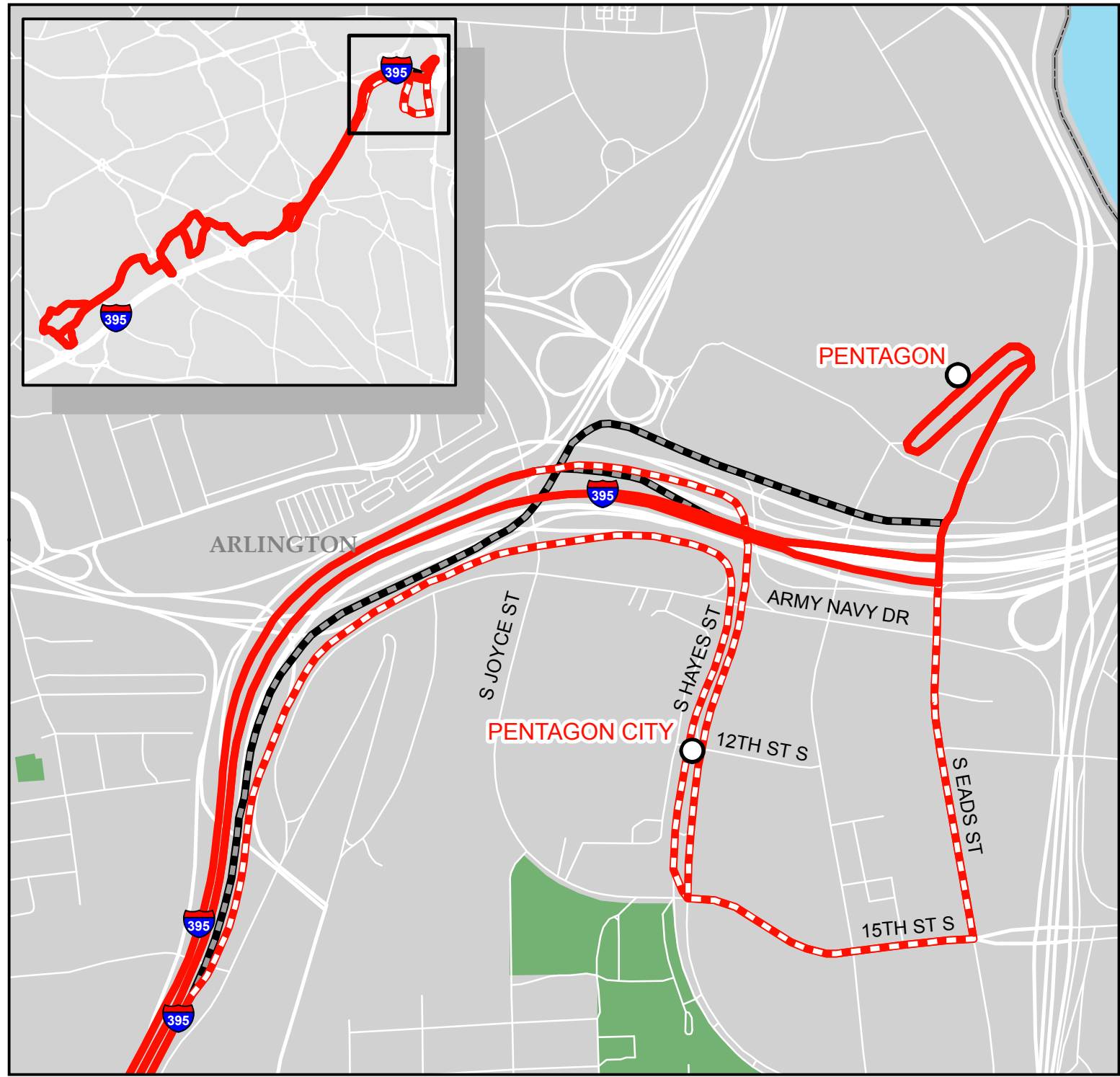
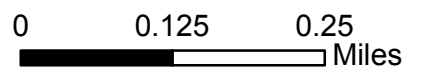
7A, 7F

Lincolnia-North Fairlington Line

Proposed Route Modifications

Legend

-  7A-7F (Rush Hour)
-  7A (Non-Rush Hour)
-  Eliminated 7A segment



ALEXANDRIA-PENTAGON LINE – ROUTE 10E

BUDGET

- \$66,400 annual reduction

RESTRUCTURE SERVICE

- Route 10E would be shortened to operate between Hunting Point and Pentagon Transit Center only, with service between Pentagon Transit Center and Rosslyn Metrorail Station eliminated.
- Proposed implementation: June 2018

ROUTE/SEGMENT ELIMINATION

- Service between the Pentagon Transit Center and Rosslyn would be eliminated.

ALTERNATIVE SERVICE

- Metrorail Blue Line between the Pentagon Transit Center and Rosslyn Metrorail station.
- ART 43 between Crystal City and Rosslyn Metrorail Station.

REASONS FOR CHANGE

- This change is proposed in response to low customer demand and ridership, and available alternative service.
- Service is redundant to improved Blue Line Metrorail service frequency implemented on June 25 2017 and available ART bus service between the Crystal City and Rosslyn Metrorail stations.

PERFORMANCE MEASURES

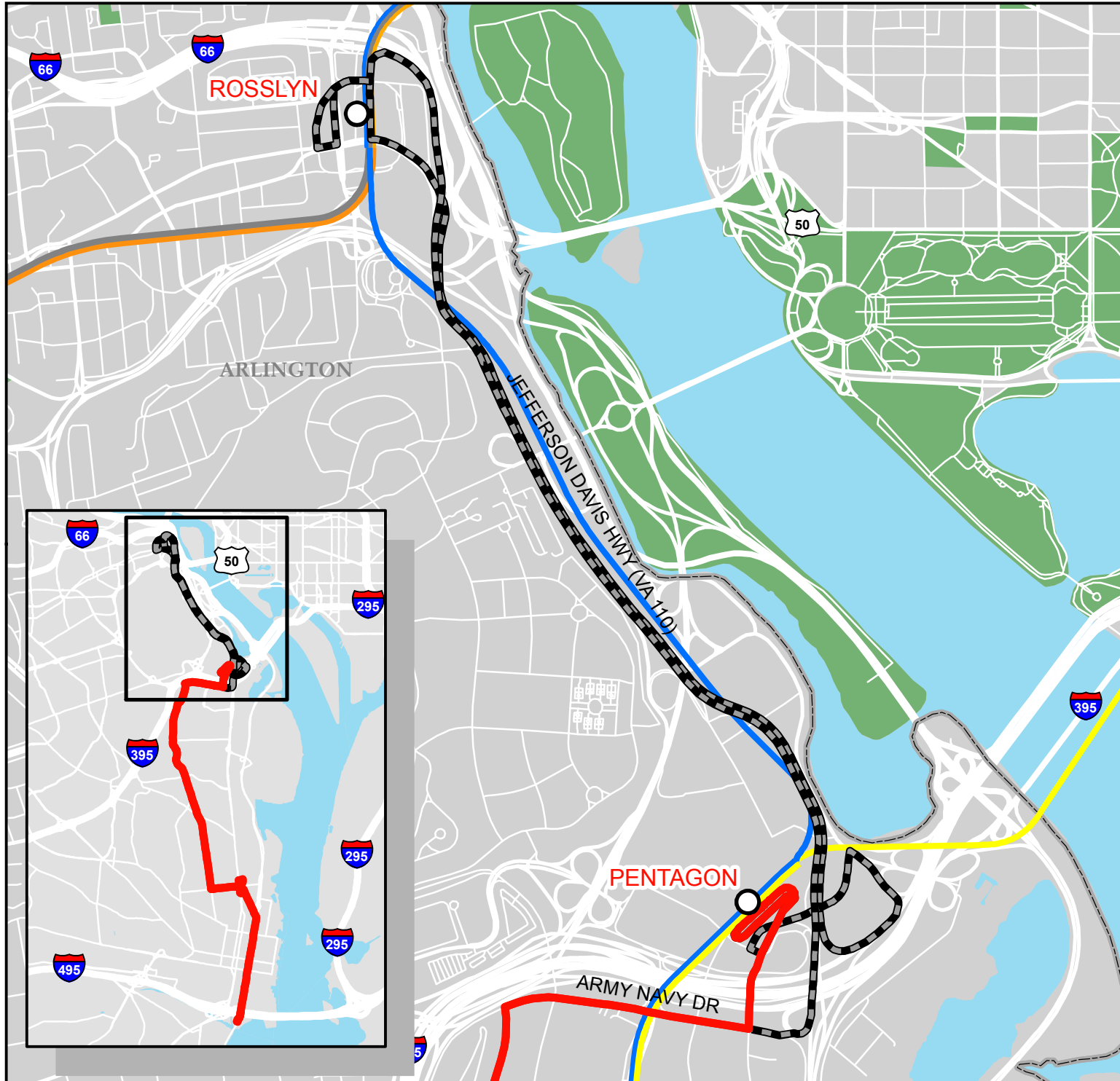
Performance Measure	Route 10E	WMATA Guideline	Pass/Fail
Average Weekday Riders	499	432	Pass
Cost Recovery	5.71%	16.6%	Fail
Subsidy per Rider	\$23.06	\$4.81	Fail
Riders per Trip	5.1	10.7	Fail
Riders per Revenue Mile	0.53	1.3	Fail

Note: WMATA guideline information from FY-2016







10E

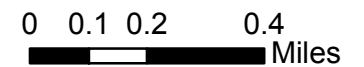
Alexandria-Pentagon Line

Proposed Route Elimination



Legend

-  Metrorail Stations
-  Unaffected 10E
-  Eliminated 10E
-  Blue Line
-  Yellow Line
-  Orange and Silver Lines



MT. VERNON EXPRESS LINE – ROUTE 11Y

BUDGET

- \$205,000 annual addition

PROPOSED CHANGE

- One additional morning rush hour trip would be added between Hunting Point in the City of Alexandria and DC, resulting in the following number trips beginning at Mt. Vernon or Hunting Point:
 - Four trips would start in Mt. Vernon
 - Five trips would start at Hunting Point
- One additional afternoon rush hour trip would be added between DC and Hunting Point in the City of Alexandria, resulting in the number of trips ending at Mt. Vernon or Hunting Point:
 - Five trips would operate to Mt. Vernon
 - Two trips would operate to Hunting Point
- The schedule would be revised to reflect additional trips between DC and the City of Alexandria.
- Proposed implementation: June 2018

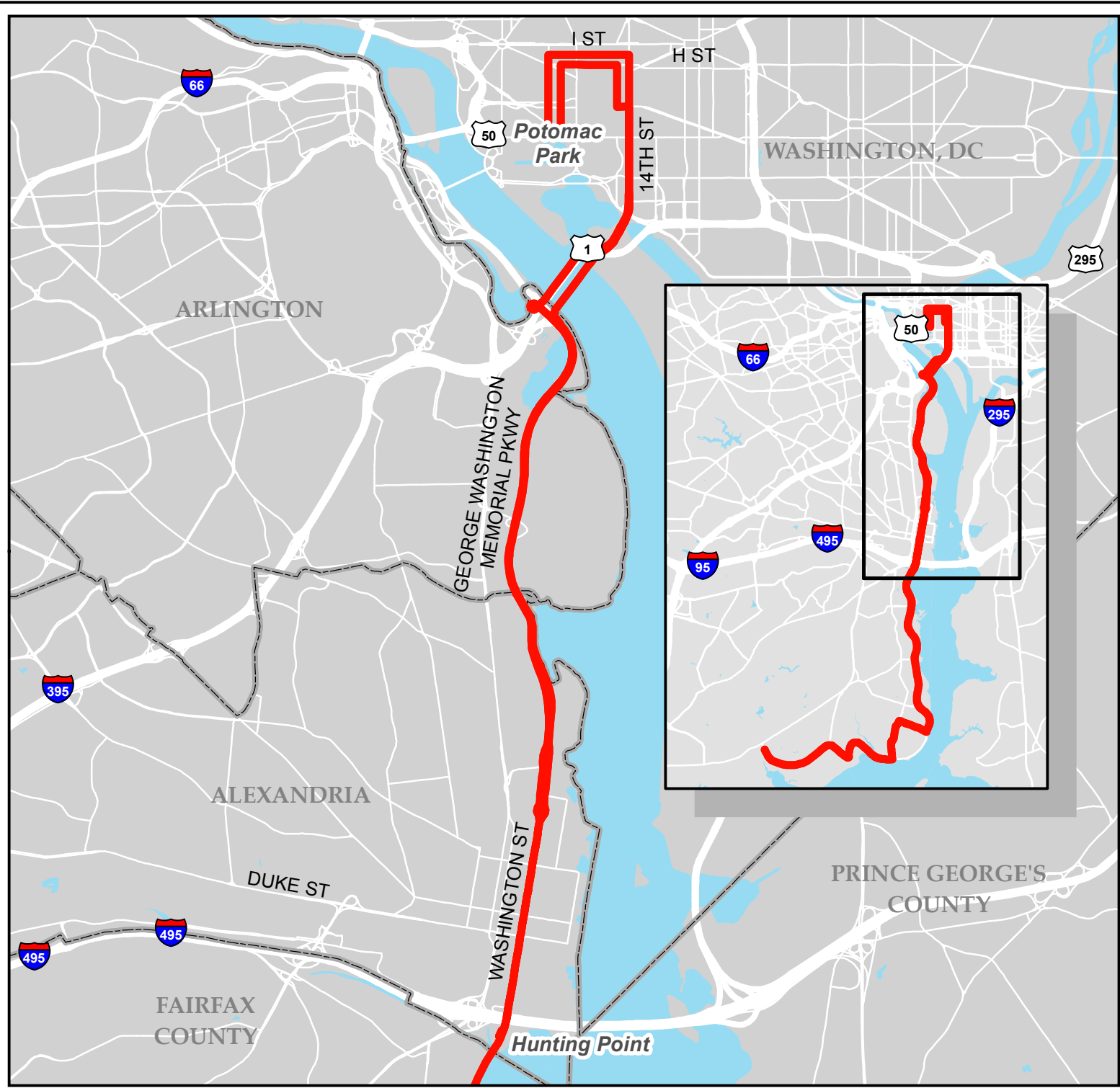
REASONS FOR CHANGE

- The City of Alexandria has requested additional trips be added to the schedule between Hunting Point and DC to better serve residents and respond to crowding.
- Respond to customer demand and crowding. Most trips operate over Metrobus Service Guidelines for passenger crowding.

PERFORMANCE MEASURES

Performance Measure	Route 11Y	WMATA Guideline	Pass/Fail
Average Weekday Riders	522	432	Pass
Cost Recovery	66.0%	16.6%	Pass
Subsidy per Rider	\$1.97	\$4.81	Pass
Riders per Trip	37	10.7	Pass
Riders per Revenue Mile	2.2	1.3	Pass

Note: WMATA guideline information from FY-2016



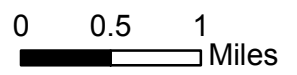
11Y

Mt Vernon Express

Proposed
Frequency
Improvements

Legend

 11Y



COLUMBIA PIKE LINE – ROUTES 16A, 16B, 16J, 16P

BUDGET

- Cost neutral

PROPOSED CHANGE

Option 1 – 16A, 16B Restructuring; Limited-Stops in Arlington County

- Routes 16J and 16P would be eliminated and replaced as described below by a restructuring of Route 16A.
- Route 16A would operate seven days a week between Annandale and the Pentagon Transit Center.
- Route 16B will be consolidated with existing Route 16X and would operate limited-stop service seven days a week between Culmore and the Pentagon Transit Center, with service to Federal Triangle via the 14th Street Bridge during weekday rush hours.
- Within Arlington County, routes 16A and 16B would serve the following stops only:
 - Columbia Pike & Greenbrier Street
 - Columbia Pike & Four Mile Run Drive/Buchanan Street
 - Columbia Pike & George Mason Drive
 - Columbia Pike & Glebe Road
 - Columbia Pike & Walter Reed Drive
 - Columbia Pike & Court House Road
 - Columbia Pike & Orme Street
- Route 16J and 16P service along Leesburg Pike between Columbia Pike and Jefferson Street would be eliminated. Service along Jefferson Street would be replaced by enhanced Route 16H service between Skyline City and Pentagon City, and extended to Crystal City.
- Weekend and late night service between Annandale and Culmore (Tyler Street, Lake Street, Vista Drive, Knollwood Drive and Glen Carlyn Drive) would be eliminated.
- Service between Culmore, the Pentagon Transit Center, and Franklin Square in DC would be retained to continue bus connections added in response to the June 2017 Metrorail hours of service change.

Option 2 – Limited-Stops in Arlington County

- Service levels and routing remain unchanged on routes 16A, 16B, and 16J.
- Within Arlington County, routes 16A, 16B, and 16J would serve the following stops only:
 - Columbia Pike & Greenbrier Street
 - Columbia Pike & Four Mile Run Drive/Buchanan Street
 - Columbia Pike & George Mason Drive
 - Columbia Pike & Glebe Road
 - Columbia Pike & Walter Reed Drive
 - Columbia Pike & Court House Road
 - Columbia Pike & Orme Street

Route	Proposed Frequency (Minutes)			
	Weekday Rush Hour	Weekday Non-Rush Hour	Saturday	Sunday
<i>Option 1</i>				
16A	30	30*	30	60
16H	6	12	12	12
16B	10	30	30	60

Option 2				
No change				

*Late evening service would operate every 60 minutes

- Proposed implementation: June 2018

ROUTE/SEGMENT ELIMINATION

Option 1

- Route 16J and 16P service along Leesburg Pike between Columbia Pike and Jefferson Street would be eliminated. Service along Jefferson Street would be replaced by enhanced Route 16H service between Skyline City, Pentagon City and Crystal City.
- Weekend service between Annandale and Culmore (Tyler Street, Lake Street, Vista Drive, Knollwood Drive and Glen Carlyn Drive) would be eliminated. Nearby service would be provided along Columbia Pike on Route 16A and within Culmore at existing stops on Route 16B.

Option 2

- No change.

ALTERNATIVE SERVICE

Option 1

- Metrobus 16A would operate along Columbia Pike between the Pentagon Transit Center and Annandale.
- Metrobus 16H would operate along Columbia Pike between the Pentagon Transit Center and Skyline City via Jefferson Street.
- Metrobus 16X along Columbia Pike between the Pentagon Transit Center (Federal Triangle during weekday rush hours) and Leesburg Pike, with service to Culmore via Leesburg Pike and Glen Carlyn Drive.

Option 2

- No change.

REASONS FOR CHANGE

- Implementation of the Columbia Pike Improvement Plan in response to recommendations in the corridor service evaluation and the Arlington County and Fairfax County transit development plans.
- Respond to customer demand and new development along Columbia Pike, and Arlington County's Columbia Pike bus stop/transit station improvement program.

PERFORMANCE MEASURES

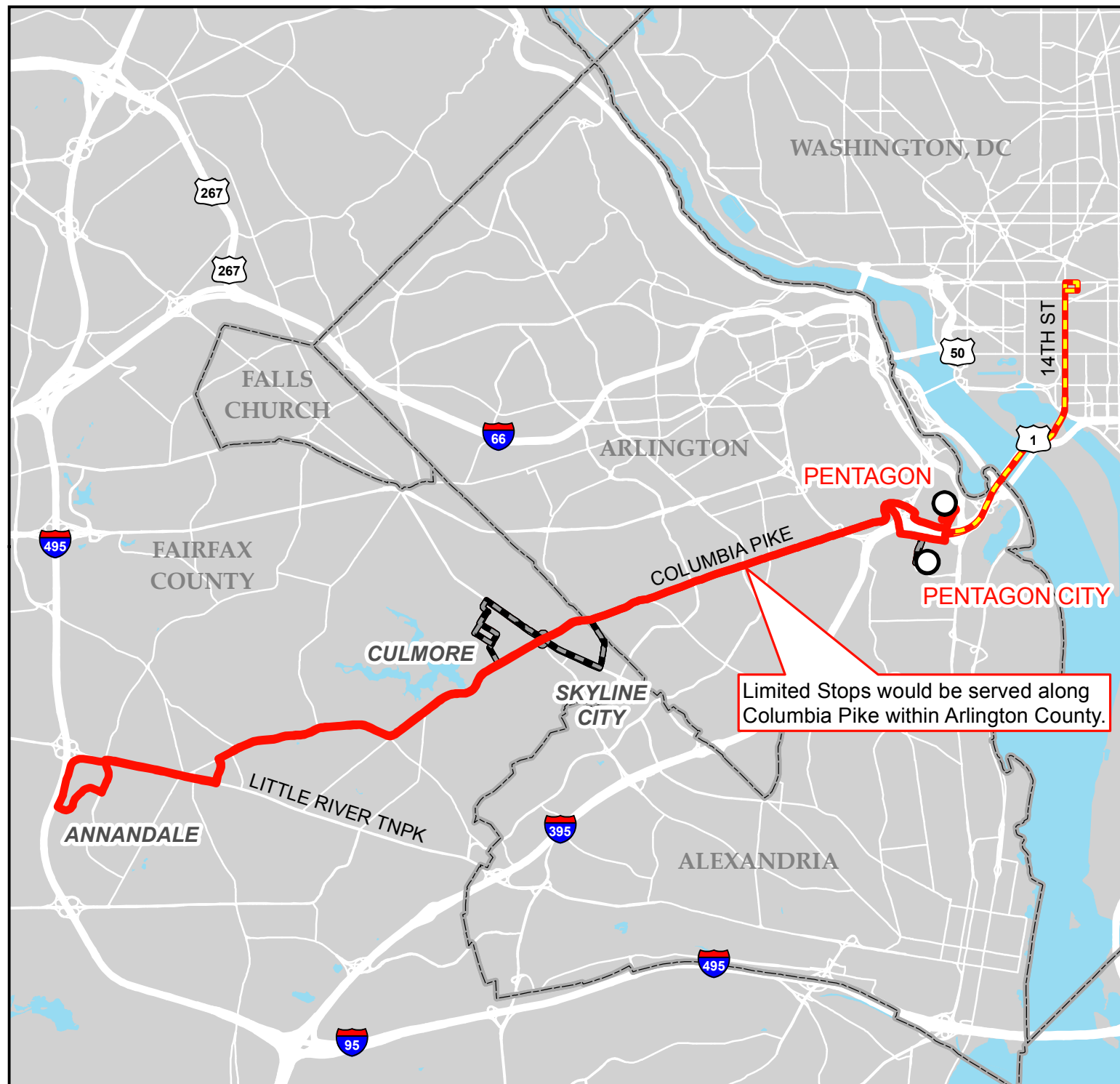
Performance Measure	Routes 16A,B,J,P	WMATA Guideline	Pass/Fail
Average Weekday Riders	5,177	432	Pass
Cost Recovery	31.14%	16.6%	Pass
Subsidy per Rider	\$2.43	\$4.81	Pass
Riders per Trip	28.9	10.7	Pass
Riders per Revenue Mile	3.44	1.3	Pass

Note: WMATA guideline information from FY-2016

16A,B,J,P

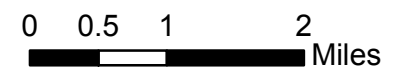
Columbia Pike Line

Proposed Route Modification



Legend

- Metrorail Stations
- 16A
- - - Eliminated 16B,J,P
- · - · - Late Night Service



COLUMBIA HEIGHTS WEST-PENTAGON CITY LINE – ROUTES 16G, 16H, 16K

BUDGET

- \$2,300,000 annual addition

PROPOSED CHANGE

Option 1 – Enhanced 16H

- Route 16H would operate two-way service seven days a week between Skyline City, Pentagon City, and Crystal City, partially replacing routes 16G and 16K.
- Routes 16G and 16K would be eliminated due to the enhanced 16H service.
- Service along Carlin Springs Road, 8th Road, Greenbrier Street, 7th Road, and Dinwiddie Street would be eliminated and replaced by Arlington Transit (ART).

Option 2 – 16G, 16H Extension to Crystal City; Improved Skyline City Connections

- Current Route 16G would be extended to Crystal City.
- Current Route 16H would be extended to Crystal City and operate two-way service during weekday rush hours.
- Route 16K would be eliminated and partially replaced by Route 16G.

Option 3 – 16 G, 16H Extension to Crystal City

- Current Route 16G would be extended to Crystal City.
- Current Route 16H would be extended to Crystal City and operate two-way service between Crystal City and the intersection of Columbia Pike and Jefferson Street during weekday rush hours only, with no change to existing service along Jefferson Street or at Skyline City.
- Route 16K would be eliminated and partially replaced by Route 16G.

Option 4 – 16 K Elimination

- Route 16K would be eliminated and partially replaced by Route 16G.

Route	Proposed Frequency (Minutes)			
	Weekday Rush Hour	Weekday Non-Rush Hour	Saturday	Sunday
<i>Option 1</i>				
16A	30	30*	30	60
16H	6	12	12	12
16B	10	30	30	60
<i>Option 2</i>				
16A	30	30*	30	60
16G	12	12	12	12
16H	12	-	-	-
16B	10	30	30	60
<i>Option 3</i>				
16A	30	30*	30	60
16G	12	12	12	12
16H	12	-	-	-
16B	10	30	30	60
<i>Option 4</i>				
No change				

*Late evening service would operate every 60 minutes

- Proposed implementation: June 2018

ROUTE/SEGMENT ELIMINATION

Option 1

- Service along Carlin Springs Road, 8th Road, Greenbrier Street, 7th Road, and Dinwiddie Street would be eliminated and replaced by Arlington Transit (ART).
- Route 16K service between Pentagon Transit Center and Pentagon City.

Option 2

- Route 16K service between Pentagon Transit Center and Pentagon City.

Option 3

- Route 16K service between Pentagon Transit Center and Pentagon City.

Option 4

- Route 16K service between Pentagon Transit Center and Pentagon City.

ALTERNATIVE SERVICE

Option 1

- Arlington Transit (ART) service along Carlin Springs Road, 8th Road, Greenbrier Street, 7th Road, and Dinwiddie Street.

Option 2

- Metrobus 16A to Pentagon Transit Center.

Option 3

- Metrobus 16A to Pentagon Transit Center.

Option 4

- Metrobus 16A to Pentagon Transit Center.

REASONS FOR CHANGE

- Implementation of the Columbia Pike Improvement Plan in response to recommendations in the corridor service evaluation and the Arlington County and Fairfax County transit development plans.
- Respond to customer demand and new development along Columbia Pike, and Arlington County's Columbia Pike bus stop/transit station improvement program.

PERFORMANCE MEASURES

Performance Measure	Routes 16G,H,K	WMATA Guideline	Pass/Fail
Average Weekday Riders	3,673	432	Pass
Cost Recovery	32.76%	16.6%	Pass
Subsidy per Rider	\$2.24	\$4.81	Pass
Riders per Trip	19.4	10.7	Pass
Riders per Revenue Mile	4.19	1.3	Pass

Note: WMATA guideline information from FY-2016





16G,H,K

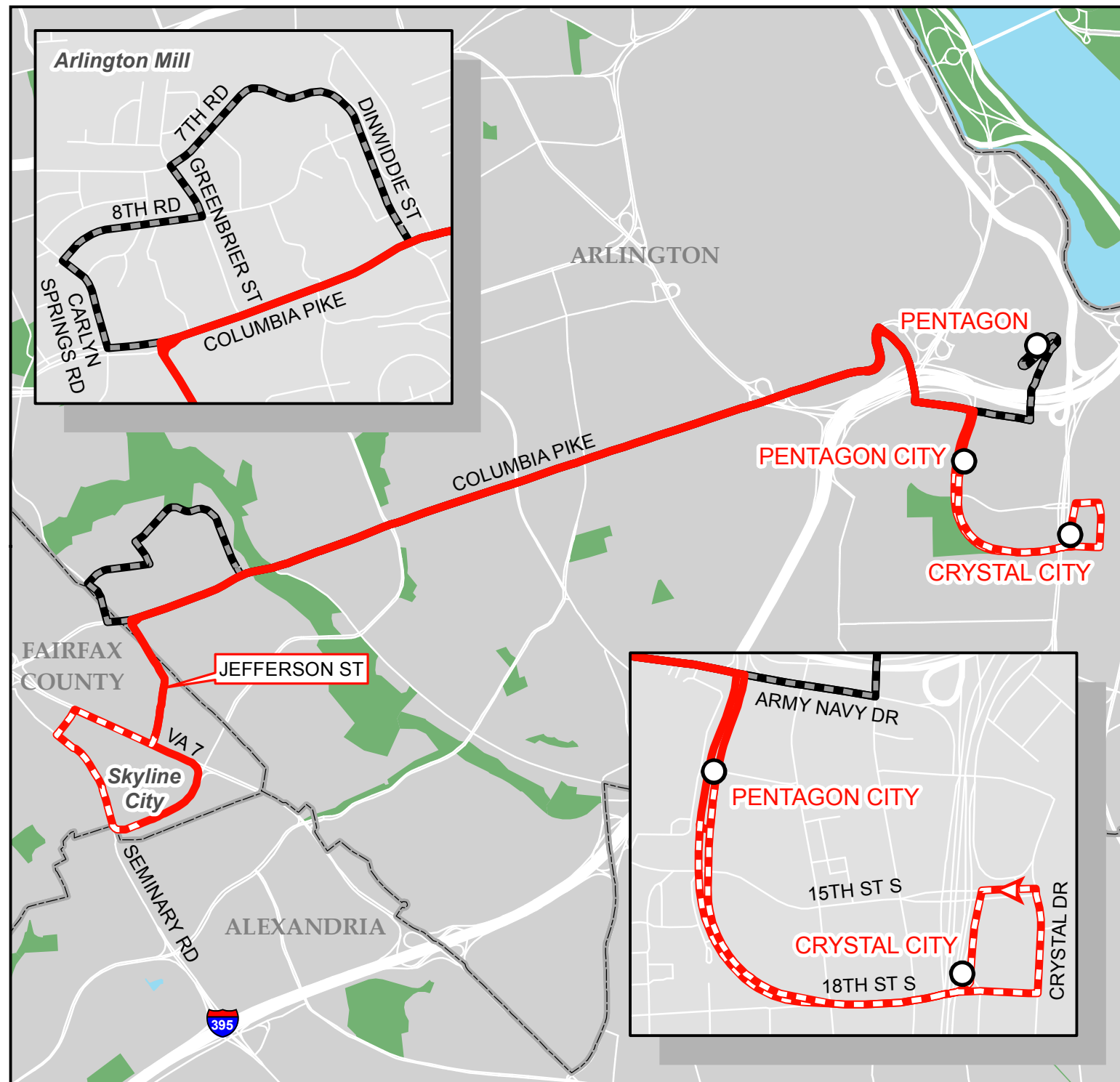
Columbia Heights West-Pentagon City Line

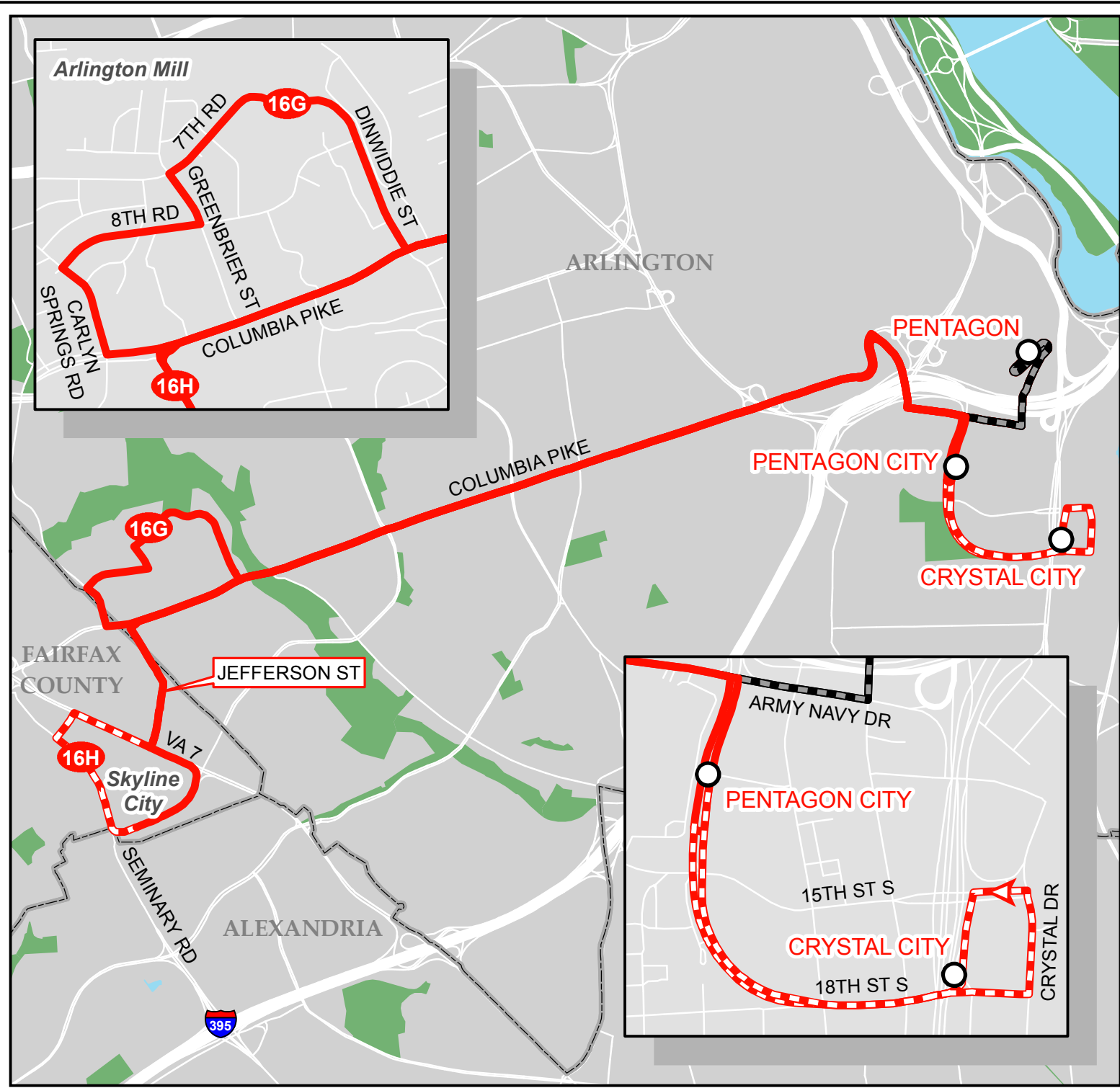
Proposed Route Restructuring

Option 1

Legend

-  Metrorail Stations
-  Proposed 16H
-  Proposed route extension
-  Proposed to be eliminated





16G,H,K

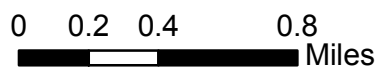
Columbia Heights West-Pentagon City Line

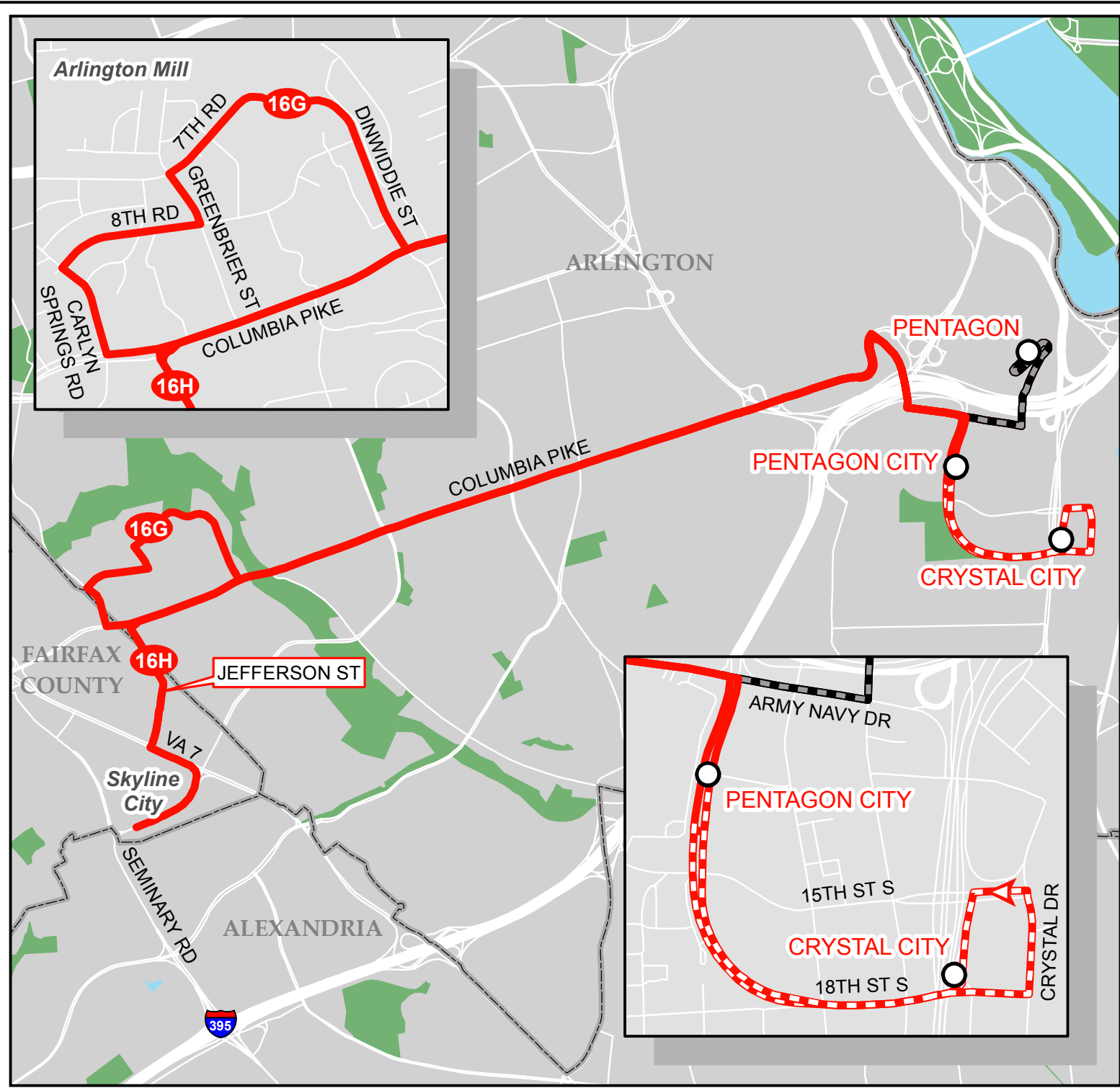
Proposed Route Restructuring

Option 2

Legend

- Metrorail Stations
- 16G, 16H
- - - Proposed route extension
- - - Proposed to be eliminated





16G,H,K

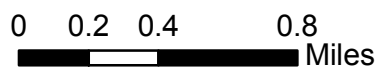
Columbia Heights West-Pentagon City Line

Proposed Route Restructuring

Option 3

Legend

- Metrorail Stations
- 16G, 16H
- Proposed route extension
- Proposed to be eliminated



BARCROFT-SOUTH FAIRLINGTON LINE – ROUTES 22A, 22B

BUDGET

- \$300,000 annual reduction

PROPOSED CHANGE

- Route 22A would be rerouted to operate via Pentagon City and the I-395 general purpose lanes between the Shirlington Rotary and the Pentagon Transit Center during weekdays, middays and evenings, Saturdays, and Sundays, with the time between buses increasing by approximately 10 minutes to accommodate added service at Pentagon City.
- Route 22B would be eliminated.
- Proposed implementation: June 2018

ROUTE/SEGMENT ELIMINATION

- Service along South George Mason Drive between Columbia Pike and South Four Mile Run Drive would be eliminated.
- Service at most Route 22B stops would continue to be available on routes 22A and 22C.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus routes 22A and 22C for Metrobus 22B.

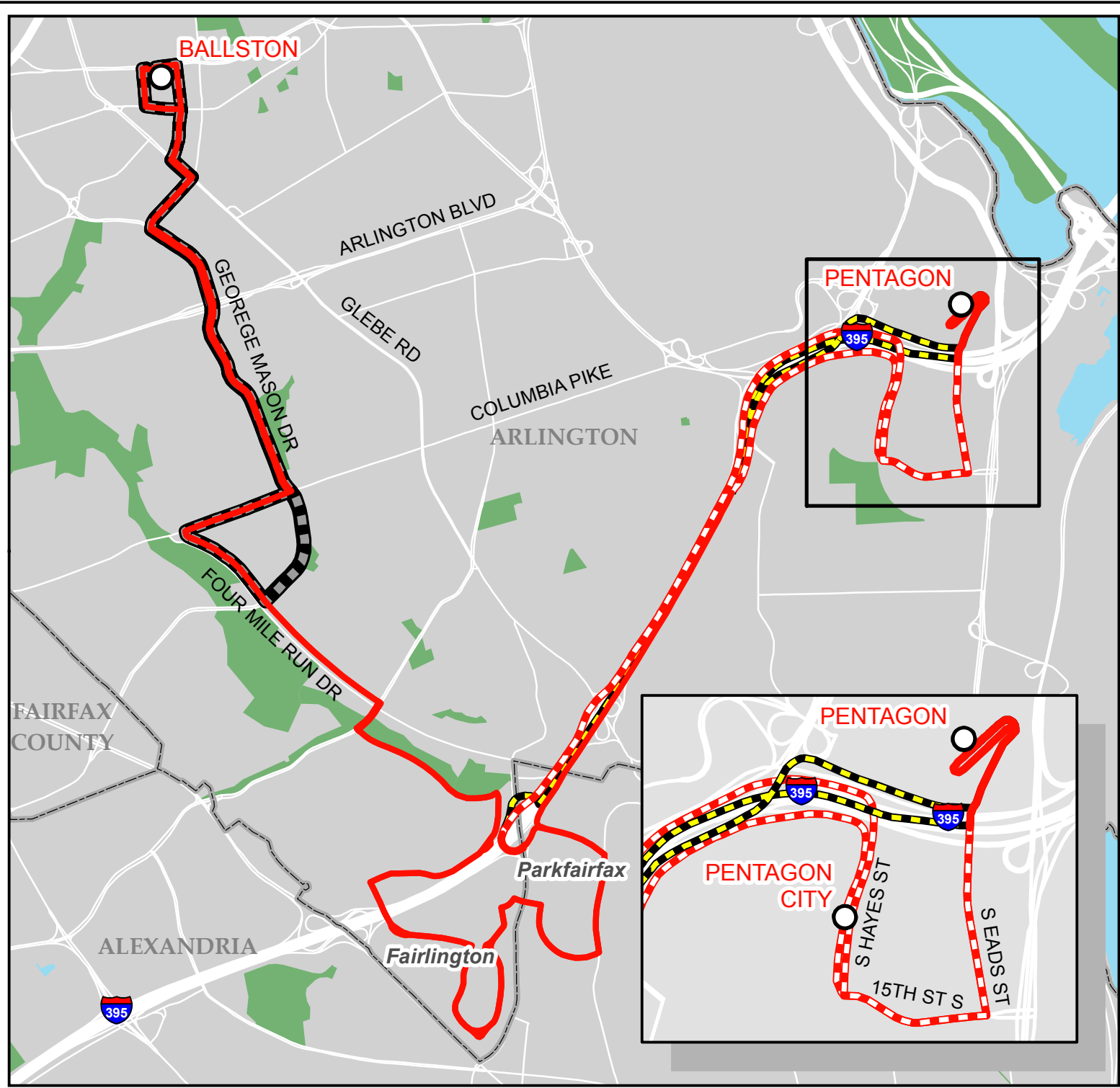
REASONS FOR CHANGE

- Operating Route 22A via Pentagon City provides customers direct access to a major activity center between Shirlington and the Pentagon, and would facilitate transfers to additional bus service, including Metroway, at Pentagon City.
- Existing ridership on Route 22B is low and service is redundant to the other services in the corridor, including routes 22A and 22C.

PERFORMANCE MEASURES

Performance Measure	Routes 22A, 22B	WMATA Guideline	Pass/Fail
Average Weekday Riders	637	432	Pass
Cost Recovery	5.98%	16.6%	Fail
Subsidy per Rider	\$17.20	\$4.81	Fail
Riders per Trip	4.6	10.7	Fail
Riders per Revenue Mile	0.61	1.3	Fail

Note: WMATA guideline information from FY-2016





22A, 22B
 Barcroft-
 South Fairlington Line

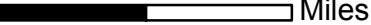
**Proposed Route
 Restructuring**

Legend

- Metrorail Stations
- 22A
- █ Eliminated 22B
- - - Proposed 22A
- - - Eliminated 22A

0 0.4 0.8 Miles



ALEXANDRIA-FAIRFAX LINE – ROUTES 29K, 29N

BUDGET

- Cost neutral

PROPOSED CHANGE

- Routes 29K and 29N would be extended to begin and end at Eisenhower Avenue Metrorail Station. Buses would continue to serve the King St-Old Town Metrorail station.
- The time between buses on each route will be increased from every 60 minutes to approximately every 70 minutes. The time between buses at stops served by both routes would change from every 30 minutes to approximately every 35 minutes.
- Proposed implementation: June 2018

REASONS FOR CHANGE

- Provide additional travel options for customers traveling to and from new residential and commercial development in the Eisenhower Avenue corridor, including to Carlyle and Hoffman Center.
- Reduce bus congestion at King St-Old Town Metrorail Station.

PERFORMANCE MEASURES

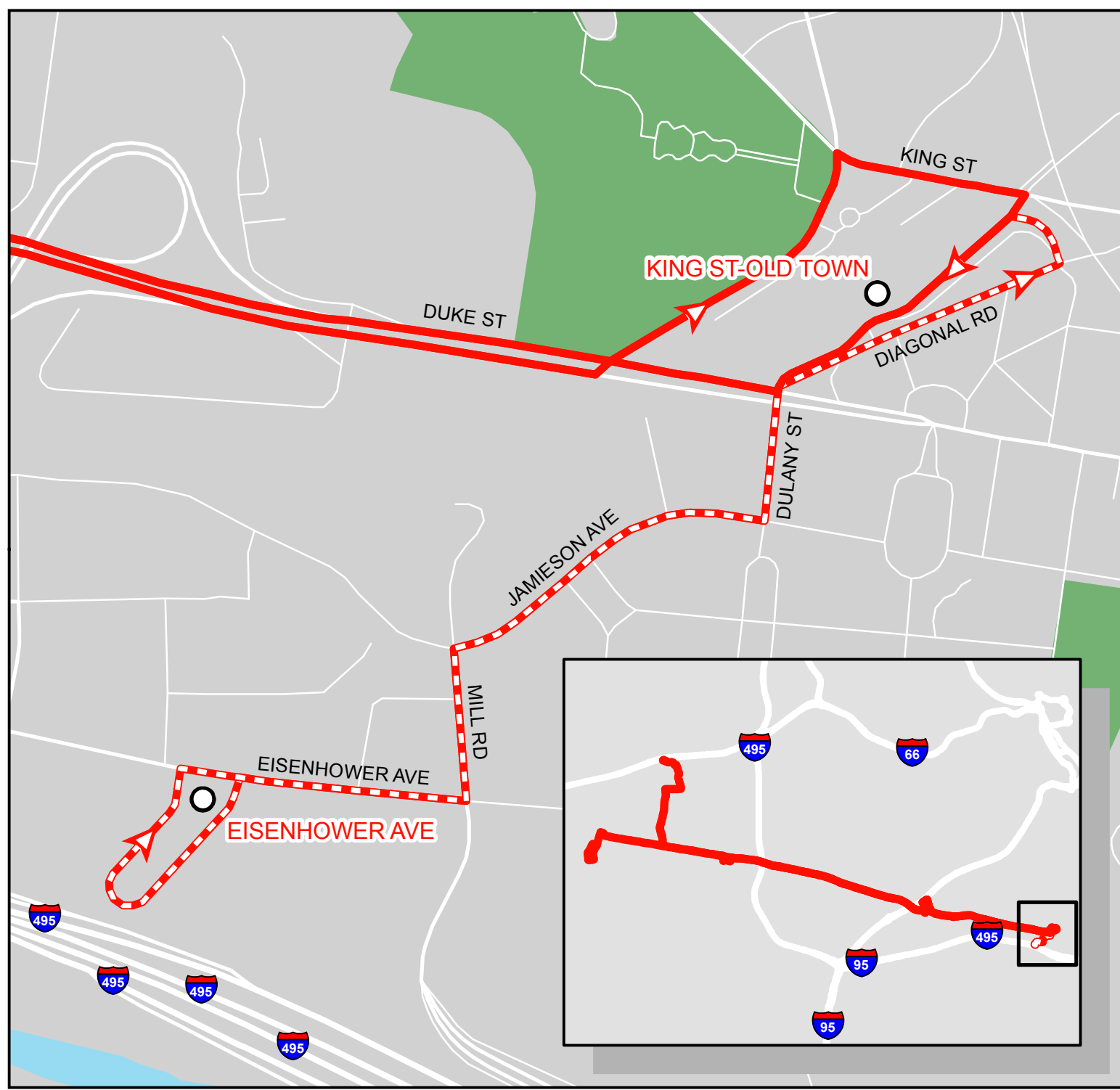
Performance Measure	Routes 29K, 29N	WMATA Guideline	Pass/Fail
Average Weekday Riders	2,809	432	Pass
Cost Recovery	32.98%	16.6%	Pass
Subsidy per Rider	\$2.45	\$4.81	Pass
Riders per Trip	41.3	10.7	Pass
Riders per Revenue Mile	2.58	1.3	Pass

Note: WMATA guideline information from FY-2016

29K, 29N

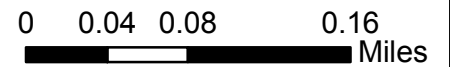
Alexandria-Fairfax Line

Proposed Route Extension



Legend

- Unaffected 29K & 29N
- - - Proposed extension



POTOMAC YARD LINE – METROWAY

BUDGET

- \$445,000 annual reduction

PROPOSED CHANGE

- On weekdays, the time between buses between Crystal City Metrorail Station and Potomac Yard would change from every six minutes to every eight minutes during morning and afternoon rush hours.
- All trips would operate along the entire route between the Pentagon City and Braddock Road Metrorail stations, improving service reliability along the entire route.
- Short trips that operate during morning and afternoon rush hours between Crystal City and Potomac Yard would be eliminated.
- Proposed implementation: June 2018

REASONS FOR CHANGE

- Coordinate rush hour service frequencies with new Metrorail Blue and Yellow line frequencies.
- Simplify the schedule and improve service reliability for customers, with all trips operating along the entire route.

PERFORMANCE MEASURES

Performance Measure	Route Metroway	WMATA Guideline	Pass/Fail
Average Weekday Riders	2,351	432	Pass
Cost Recovery	22.26%	16.6%	Pass
Subsidy per Rider	\$4.23	\$4.81	Pass
Riders per Trip	10.1	10.7	Fail
Riders per Revenue Mile	2.60	1.3	Pass

Note: WMATA guideline information from FY-2016

PENTAGON CITY

CRYSTAL CITY

ARLINGTON

ALEXANDRIA

BRADDOCK RD

S EADS ST

S GLEBE RD

E GLEBE RD

POTOMAC AVE



JEFFERSON DAVIS HWY

Metroway

Potomac Yard Line

Proposed Reliability Improvements

Legend

-  Metrorail Stations
-  Metroway

