

**Washington Metropolitan Area Transportation Authority  
Board Action/Information Summary**

<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information	MEAD Number: 99809	Resolution: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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**PURPOSE**

To request Board approval of the staff report and recommendations on the proposed restructuring of Metrobus Lines 25A,F,G,J,P,R Ballston-Bradlee-Pentagon, 7A,B,C,D,E,F,H,P,W,X Lincolnia-North Fairlington; and implementation of Saturday service on 22B Pentagon-Army-Navy Drive-Shirley Park Line.

**DESCRIPTION**

A public hearing was conducted in Arlington County on March 22, 2007, on the proposed service restructuring plan. Twenty-five persons attended the hearing and seventeen witnesses testified for the record. Ninety-seven emails and one letter were received for the record. One witness supported portions of the proposal. Two witnesses spoke on topics unrelated to the proposal. Fourteen witnesses, ninety-seven emails and one letter opposed the elimination of the 7B from the Stonegate/Park Center communities in the City of Alexandria. In addition, a community meeting was conducted in the Stonegate community on April 24, 2007, to discuss the proposed elimination of Route 7B and the 25 restructuring plan.

After reviewing the public hearing testimony, written comments received and the comments from riders in the Stonegate/Park Center area, and in coordination with the City of Alexandria and Arlington County and Fairfax County staffs, it is recommended that the modified service restructuring plan (which does not recommend elimination of Route 7B) as described in the staff report (which is part of the MEAD) be implemented. If approved, the service plan would be implemented in September 2007.

**FUNDING IMPACT**

The recommended modified service restructuring plan would have the following increase on Metrobus costs, revenue and subsidy:

Annual Cost	\$220,000	FY08 Cost	\$165,000
Annual Revenue	\$19,000	FY08 Revenue	\$14,000
Annual Subsidy	\$201,000	FY08 Subsidy	\$151,000

The proposed modified service plan would require two additional buses and four operators over presently scheduled Saturday service. These impacts are not included in the proposed FY08 budget.

The Annual impact would be a \$148,000 regional subsidy increase. There would be an increase of \$72,000 in cost, \$19,000 in revenue and \$53,000 subsidy for the non-regional service.

Jurisdiction	Non-Regional	Regional	Total
District of Columbia	\$0	\$36,000	\$36,000
Montgomery County	\$0	\$15,000	\$15,000
Prince Georges County	\$0	\$16,000	\$16,000
Alexandria	\$0	\$18,000	\$18,000
Arlington County	\$53,000	\$33,000	\$86,000
Fairfax City	\$0	\$0	\$0
Fairfax County	\$0	\$30,000	\$30,000
Falls Church	\$0	\$0	\$0
<b>Total</b>	<b>\$53,000</b>	<b>\$148,000</b>	<b>\$201,000</b>

## RECOMMENDATION

Approve the staff report and recommendations on the modified proposed restructuring of regional Metrobus Routes 25A, 25F, 25G, 25J, 25P, 25R and implement new Saturday service on 22B Pentagon-Army-Navy Drive-Shirley Park Line in Arlington and Fairfax Counties, and the City of Alexandria, Virginia. Amend the FY08 Budget to include the increased cost.

The following service restructuring plan is recommended:

7A-X Lincolnia-North Fairlington Line would not be included in the restructuring plan and continue to operate current route patterns and schedules.

Restructure Ballston-Bradlee-Pentagon Line from six routes to three (25A, 25C, 25D) and implement new Saturday service on 22B Pentagon-Army-Navy Drive-Shirley Park Line as follows:

Route 25A (Ballston-Pentagon): Operate via present route from Ballston-MU station to Leesburg Pike & Jefferson Street, then continue Leesburg Pike, George Mason Drive, Seminary Road, Fillmore Avenue, Beauregard Street, Braddock Road, Van Dorn Street, Menokin Drive, King Street service roadway (Bradlee Center), Dearing Street, South Wakefield Street, 34<sup>th</sup> Street, South Utah Street, 36<sup>th</sup> Street, South Stafford Street, 32<sup>nd</sup> Road, Quaker Lane, Shirlington Rotary, Shirlington Road, 28<sup>th</sup> Street, South Quincy Street, Arlington Mill Drive, Shirlington Road, Shirlington Rotary, I-395 or HOV lanes to Pentagon and return.

Route 25C (NVCC-Pentagon): Weekday a.m. eastbound (to Pentagon) and p.m. westbound (to NVCC) peak flow direction service to operate as follows: From NVCC operate Fillmore Avenue, Beauregard Street, Braddock Road, Van Dorn Street, Menokin Drive, King Street service roadway (Bradlee Center), Dearing Street, South Wakefield Street, 34<sup>th</sup> Street, South Utah Street, 36<sup>th</sup> Street, South Stafford Street, 32<sup>nd</sup> Road, Quaker Lane, Shirlington Rotary, I-395 HOV lanes to Pentagon and return.

Route 25D (Pentagon-NVCC): New weekday a.m. westbound (to NVCC) and p.m. eastbound (to Pentagon) peak counterflow service to operate as follows: From the Pentagon, operate via I-395, Shirlington exit, Arlington Mill Drive, South Quincy Street, 28<sup>th</sup> Street, Shirlington Road, Shirlington Rotary, I-395, King Street, Beauregard Street, Seminary Road, Fillmore Avenue and return.

Route 22B (Pentagon-Army-Navy Drive-Shirley Park): New Saturday service eastbound (to Pentagon) and westbound (to Shirley Park) to operate as follows: From the Pentagon, Rotary Road, Fern Street, Army-Navy Drive, Adams Street, 26<sup>th</sup> Street, 28<sup>th</sup> Street, Lang Street, South Glebe Road, Meade Street and return via Meade Street, 28<sup>th</sup> Street, 26<sup>th</sup> Street, Adams Street, Army-Navy Drive, Eads Street, Pentagon.

**PROPOSED RESTRUCTURING OF THE  
BALLSTON-BRADLEE-PENTAGON LINE, ROUTES 25A,F,G,J,P,R,  
LINCOLNIA-NORTH FAIRLINGTON LINE, ROUTES 7B,C,D,P,  
AND IMPLEMENTATION OF SATURDAY SERVICE ON  
PENTAGON-ARMY-NAVY DRIVE-SHIRLEY PARK LINE, ROUTE 22B**

**DOCKET NO. B07-1**

**I. BACKGROUND**

The Ballston-Bradlee-Pentagon Line, Routes 25A,F,G,J,P,R, operates seven days a week between Ballston-MU and Pentagon stations, serving a number of major traffic generators such as Baileys Crossroads, Skyline City, Northern Virginia Community College (Alexandria campus), South Fairlington, Shirlington, Pentagon City and the Pentagon. Service operates at a 10-15 minute frequency during weekday peak periods and a 60 minute frequency during weekday off-peak, Saturdays and Sundays. Ridership averages 1,400 weekday passengers on 73 trips, 200 Saturday passengers on 30 trips, and 600 Sunday passengers on 28 trips.

The current route structure was recommended by Arlington County and implemented in January 1990 to achieve a net savings due to a budget deficit, as well as to provide through service between Arna Valley, South Fairlington, Bradlee, Skyline-Bailey's Crossroads and Ballston. The line is a combination of unrelated segments of the old Route 6 (Bradlee-South Fairlington Line) and the pre-1990 25A route which operated between Ballston and NVCC-Alexandria. In order to retain service on the most productive segments of the pre-1990 routes, different service patterns are operated on weekdays, Saturdays and Sundays, with different routes and route numbers on each service day, which is confusing to passengers and requires, for instance, that certain transfers be made at different locations on weekdays vs. Saturdays vs. Sundays. Though the line serves specific markets along various segments, ridership counts have revealed that there are intermediate segments that are low productive; essentially, "pass-through" segments linking one major activity center with another.

WMATA staff worked with Arlington County and City of Alexandria staffs, with additional input from Fairfax County staff, to develop a service plan to restructure Routes 25A-R to simplify the route structure, tailor service more closely to match demand, and improve on time performance. The proposed plan simplified the route structure by reducing the number of routes from six to three: 25A between Ballston, NVCC-Alexandria and the Pentagon, and 25C, 25D between Park Center and the Pentagon. All major activity centers on the current 25A-R line would continue to be served with the same level of service or improved service, particularly on weekends between NVCC and Ballston.

As part of the proposed service plan, new Saturday service was proposed on Route 22B, replacing the present Saturday service on Route 25P between the Pentagon and Arna Valley via Army-Navy Drive. In addition, changes to the Lincolnia-North Fairlington Line, Routes 7B, 7C, 7D and 7P were proposed to eliminate duplication with proposed new Routes 25C, 25D in the Park Center area.

## II. REVIEW OF PUBLIC HEARING RECORD

The public hearing record consists of the notice of public hearing, the staff statement describing the proposals, transcripts of the proceedings, and written statements submitted for the record.

### A. Public Notification

The official notice of the public hearing was published in The Washington Post newspaper pursuant to Article XIII, Section 62 (c) of the Washington Metropolitan Area Transit Authority compact. In addition, notices were posted in all of the Authority's vehicles operating in revenue service over the affected routes and on WMATA's website at [www.metroopensdoors.com](http://www.metroopensdoors.com).

### B. Review of Transcript

Public Hearing Number 523 was convened at 7:00 P.M. on Thursday, March 22, 2007. Twenty five persons attended the hearing and seventeen witnesses testified for the record.

### C. Additional Material Submitted for the Record

The record for the public hearing was held open for five days to receive additional comments and material from interested parties. Ninety seven emails and one letter were received for the record.

## III. DISCUSSION OF THE PUBLIC HEARING RECORD

The most significant issue raised by fourteen of the seventeen witnesses and ninety eight emails/letter submitted for the record was the proposed elimination of Route 7B service on Braddock Road and Northampton Drive in the Stonegate and Park Center area of the City of Alexandria. Riders said that elimination of the service and the proposed replacement of service would increase their travel time to/from the Pentagon and would force most current riders to drive to/from work. All of these speakers requested that the 7B route be retained.

Other significant issues raised by witnesses and letters submitted for the record were as follows:

- C Stonegate and Park Center area is growing rapidly with three new condo complexes built and/or in progress that provide added riders on the 7B and 7C service.
- C Ridership has increased and more 7B trips are needed.
- C Elimination of the 7B service would create more congestion on I-395.

- C Retaining the 7B service and adjusting the last trip time from the Pentagon in evening by 5-6 minutes later.
- C Endorsement of the proposal for 25A-R portion of the proposed plan.

#### IV. **MINORITY OR LOW INCOME AREA IMPACT**

The recommended service changes will not have a negative impact on minority or low income passengers.

#### V. **RECOMMENDATIONS**

After review of the public hearing testimony and further review of ridership data by WMATA and Jurisdictional staffs, the following service restructuring plan is recommended:

- 7A-X Lincolnia-North Fairlington Line would not be included in the restructuring plan and continue to operate current route patterns and schedules
- Restructure Ballston-Bradlee-Pentagon Line from six routes to three (25A, 25C, 25D) and implement new Saturday service on 22B Pentagon-Army-Navy Drive-Shirley Park Line as follows:

**Route 25A (Ballston-Pentagon):** Operate via present route from Ballston-MU station to Leesburg Pike & Jefferson Street, then continue Leesburg Pike, George Mason Drive, Seminary Road, Fillmore Avenue, Beauregard Street, Braddock Road, Van Dorn Street, Menokin Drive, King Street service roadway (Bradlee Center), Dearing Street, South Wakefield Street, 34<sup>th</sup> Street, South Utah Street, 36<sup>th</sup> Street, South Stafford Street, 32<sup>nd</sup> Road, Quaker Lane, Shirlington Rotary, Shirlington Road, 28<sup>th</sup> Street, South Quincy Street, Arlington Mill Drive, Shirlington Road, Shirlington Rotary, I-395 or HOV lanes to Pentagon and return.

**Route 25C (NVCC-Pentagon):** Weekday a.m. eastbound (to Pentagon) and p.m. westbound (to NVCC) peak flow direction service to operate as follows: From NVCC operate Fillmore Avenue, Beauregard Street, Braddock Road, Van Dorn Street, Menokin Drive, King Street service roadway (Bradlee Center), Dearing Street, South Wakefield Street, 34<sup>th</sup> Street, South Utah Street, 36<sup>th</sup> Street, South Stafford Street, 32<sup>nd</sup> Road, Quaker Lane, Shirlington Rotary, I-395 HOV lanes to Pentagon and return.

**Route 25D (Pentagon-NVCC):** New weekday a.m. westbound (to NVCC) and p.m. eastbound (to Pentagon) peak counterflow service to operate as follows: From the Pentagon, operate via I-395, Shirlington exit, Arlington Mill Drive, South Quincy Street, 28th Street, Shirlington Road, Shirlington Rotary, I-395, King Street, Beauregard Street, Seminary Road, Fillmore Avenue and return.

**Route 22B (Pentagon-Army-Navy Drive-Shirley Park):** New Saturday service eastbound (to Pentagon) and westbound (to Shirley Park) to operate as follows: From the Pentagon, Rotary Road, Fern Street, Army-Navy Drive, Adams Street, 26<sup>th</sup> Street, 28<sup>th</sup> Street, Lang Street, South Glebe Road, Meade Street and return via Meade Street, 28<sup>th</sup> Street, 26<sup>th</sup> Street, Adams Street, Army-Navy Drive, Eads Street, Pentagon.

FREQUENCY OF  
SERVICE AND NEW  
AREAS SERVED:

**Route 25A: Weekday** - Service would operate from 6 a.m. to 10 p.m., every 15 to 40 minutes during peak periods and every 60 minutes during midday and evening periods. During peak periods, additional short trips currently operated between NVCC-Alexandria campus and the ends of the line would continue to be operated as 25A/ trips to maintain the current frequencies of service on both ends of the line.

Saturday - Service would be extended to operate the full length route between Ballston and Pentagon, every 60 minutes from 8 a.m. to 9 p.m.

Sunday - Service would be extended to operate the full length route between Ballston and Pentagon, every 60 minutes from 8 a.m. to 8:30 p.m. (except first and last a.m. and p.m. trips, which would operate between NVCC and Pentagon).

New areas/segments served:

- All day service seven days a week via Stonegate (new stops on Braddock Road at North Hampton Drive), currently served all day on weekdays by DASH Route AT6, and during weekday peak hours by Route 7B.
- All day service seven days a week on Van Dorn Street between Braddock Road and Menokin Drive (Fort Ward area), currently served during weekday peak hours only by Route 25G.
- Additional service seven days a week via Shirlington (NOTE: 25A will be rerouted to serve the new Shirlington Transit Center in 2008).

- On Saturdays, the combined frequency of service between Ballston and NVCC-Alexandria provided by restructured 25A and current 25B would be improved from 60 to 30 minutes.
- On Sundays, restructured 25A would replace current Route 25R between Ballston, NVCC-Alexandria, Bradlee, South Fairlington and the Pentagon.

**Route 25C:** Weekday - Service would operate every 30 to 40 minutes from 6 to 8:30 a.m. eastbound to the Pentagon, and 4 to 8:30 p.m. westbound to NVCC.

New areas/segments served:

- Service would operate on Braddock Road between Beauregard Street and Van Dorn Street.
- Replaces Route 25G along Van Dorn Street in the Fort Ward area.
- Replaces Route 25F direct service between Bradlee, South Fairlington and the Pentagon

**Route 25D:** Weekday - Counterflow service would operate every 40 to 50 minutes from 6 to 8:30 a.m. westbound to NVCC, and 4 to 7 p.m. eastbound to the Pentagon.

New areas/segments served:

- Provides additional peak hour counterflow service via Shirlington (NOTE: 25D will be rerouted to serve the new Shirlington Transit Center in 2008).

**Route 22B:** Saturday - Service would operate every 40 minutes from 7 a.m. to 9 p.m. between Pentagon and Shirley Park.

New areas/segments served:

- Replaces Route 25P on Saturday between Pentagon and Shirley Park.

**REASONS FOR PROPOSAL:**

1. Simplify route patterns and reduce the number of route variations for consistency weekdays, Saturdays and Sundays.
2. Maintain current levels of service to the most productive areas of the line while eliminating service on lightly utilized segments.
3. Tailor service to better meet passenger demand.
4. Improve schedule adherence.



**NUMBER OF WEEKDAY TRIPS**

<b>Line</b>	<b>Present</b>	<b>Recommended</b>	<b>Change</b>
25A,F,G,J,P,R	77	73	- 4

**NUMBER OF SATURDAY TRIPS**

<b>Line</b>	<b>Present</b>	<b>Recommended</b>	<b>Change</b>
25P	28	28	N/C
22B	0	28	28

**NUMBER OF SUNDAY TRIPS**

<b>Line</b>	<b>Present</b>	<b>Recommended</b>	<b>Change</b>
25P,R	28	26	- 2