

DISTRICT OF COLUMBIA

PROPOSED BUS SERVICE CHANGES

FISCAL YEAR 2015

EAST CAPITOL STREET – CARDOZO LINE, ROUTES 96, 97

SERVICE AREA

Capitol Heights Station, Benning Road Station, Stadium-Armory Station, D.C. General Health Campus, Capitol Hill, Union Station, U Street, Adams Morgan, Woodley Park, McLean Gardens, Tenleytown-AU Station

RESTRUCTURE SERVICE

Route

- Route 96 – Daily service at all times via the current route between Capitol Heights Station and Duke Ellington Bridge, with route restructured to operate via Massachusetts Avenue NE between 11th & East Capitol Streets and Union Station instead of via 1st Street & Louisiana Avenue NW
- Route 97 – no change
- Route 98 – New route between Tenleytown-AU Station and U Street via existing 96 route

Service frequencies

- Every 20 minutes for all three routes during a.m. and p.m. peak periods, and every 30 minutes off-peak and weekends for Routes 96 and 98
- Combined peak period service frequency every 10 minutes between Capitol Heights and Union Station and between Duke Ellington Bridge and U Street

Span of service

- No change

RESTRUCTURE SERVICE OPTION

- None

ROUTE / SEGMENT ELIMINATION

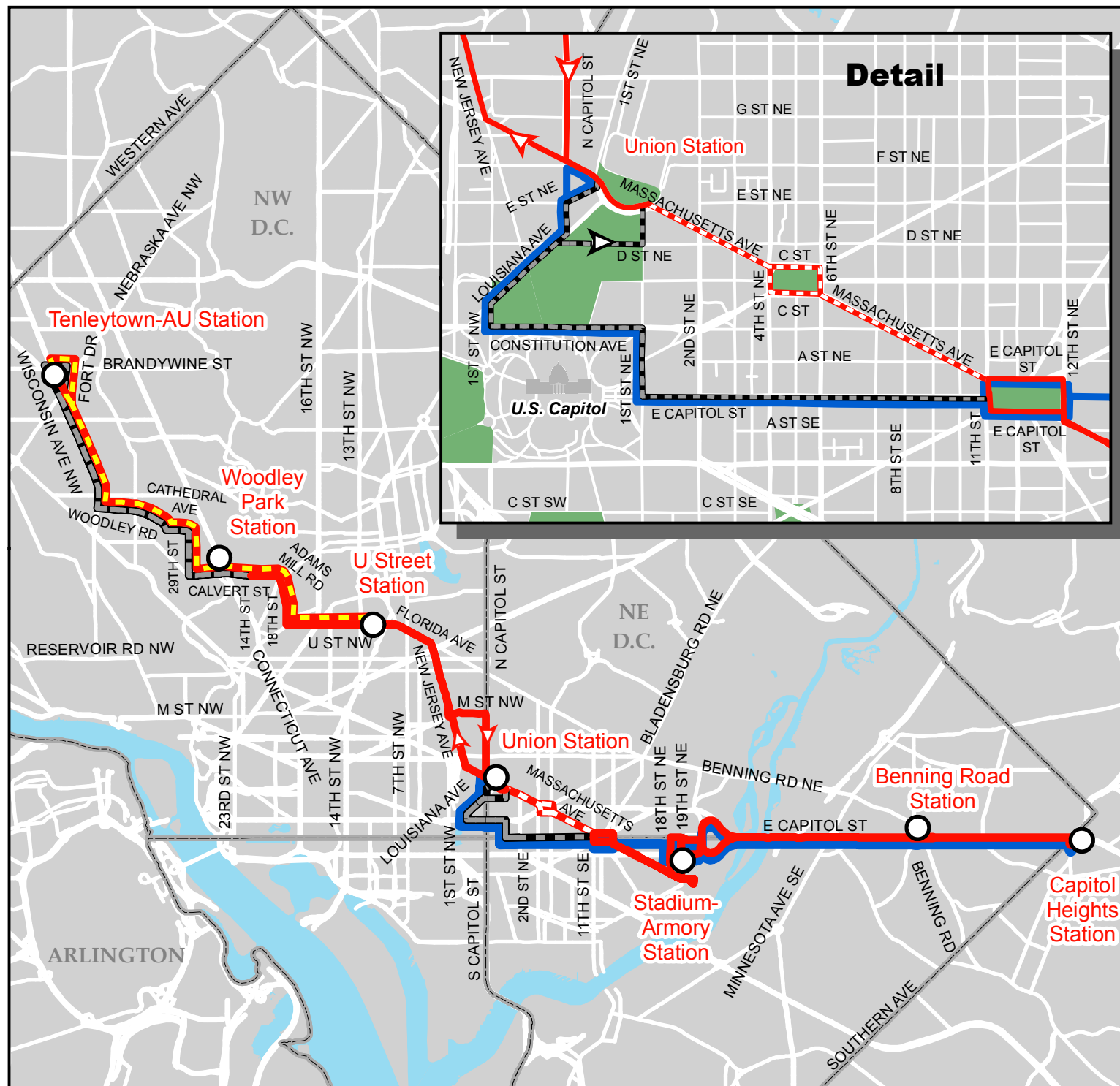
- Route 96 will no longer serve East Capitol Street between 1st and 11th Streets, 1st Street NE, Constitution Avenue, 1st Street NW, Louisiana Avenue NW, D Street NE. Route 97 will still serve this segment during a.m. and p.m. peak periods only.

REASONS FOR CHANGE

- Improve reliability of service by operating shorter routes
- Provide direct peak period service between Capitol Heights and Duke Ellington Bridge
- Provide a faster more direct routing around the U.S. Capitol
- Create a better balance of capacity and demand throughout the line

PERFORMANCE MEASURES

- On-time performance is 71 percent compared to the target of 81 percent



96, 97

East Capitol St.- Cardozo Line Proposed Restructuring

Legend

- Metrorail Stations
- Unaffected 97
- Proposed New Route 98
- Proposed New 96
- Proposed to be Discontinued 96
- Unaffected 96
- Roads
- Water
- Jurisdictions

0 0.75 1.5 Miles

HOSPITAL CENTER LINE, ROUTE D8

SERVICE AREA

Veterans Affairs Medical Center, Washington Hospital Center, National Rehabilitation Hospital, Children's National Medical Center, Edgewood, Rhode Island Ave Station, Brentwood Road NE, Trinidad, Government Printing Office, Union Station

RESTRUCTURE SERVICE

Route

- Route D8 – Daily service at all times via the current route between Union Station and Rhode Island Ave Station
- Route D7 – New route between Rhode Island Ave Station and the hospital campus via existing D8 route

Service frequencies

- Every 10-15 minutes for both routes during a.m. and p.m. peak periods, and every 15-30 minutes off-peak and weekends for both routes

Span of service

- No change

ROUTE / SEGMENT ELIMINATION

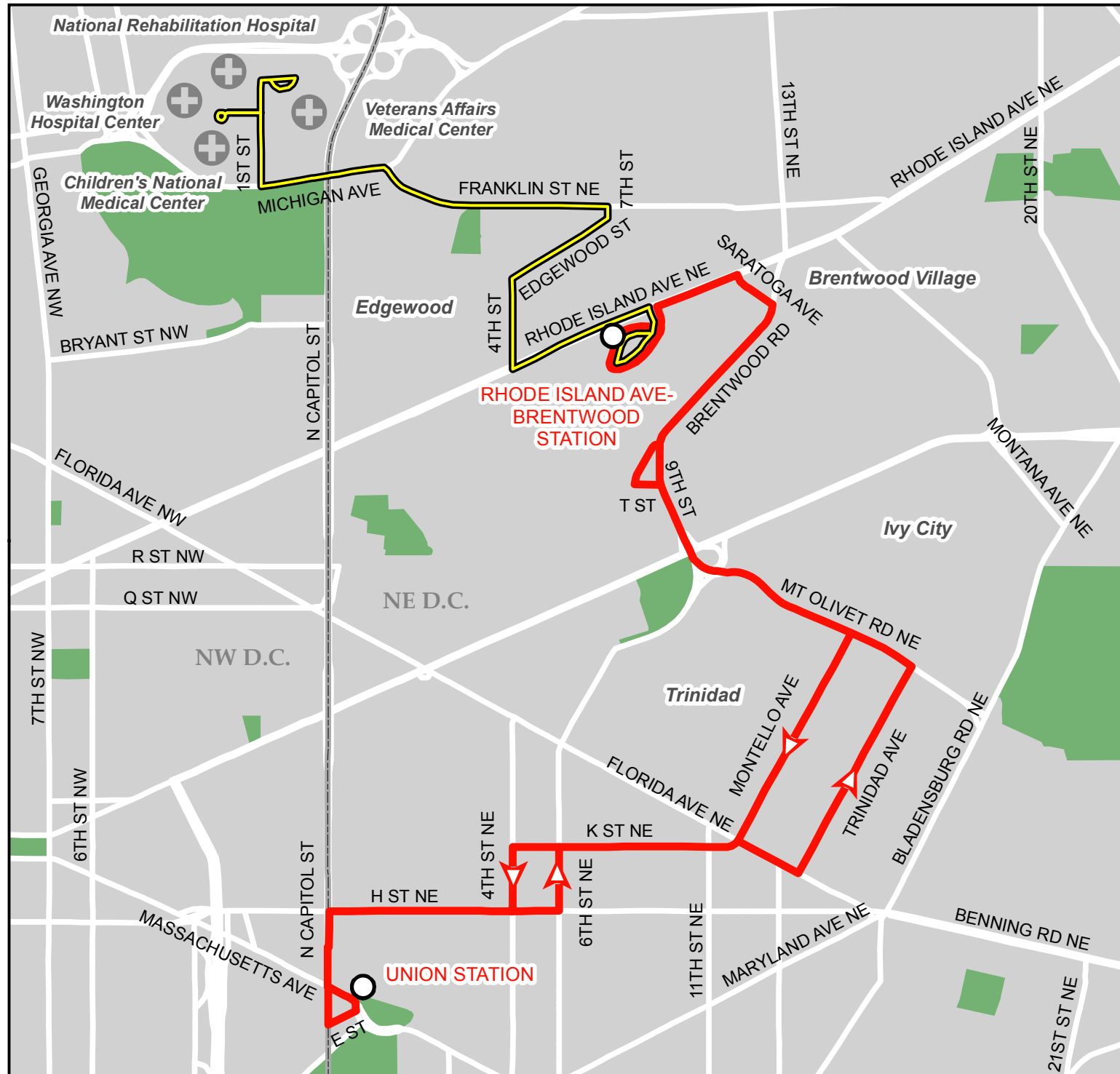
- None

REASONS FOR CHANGE

- Improve reliability of service by operating shorter routes
- Reduce the number of buses operating on the congested hospital roadways
- Create a better balance of capacity and demand throughout the line

PERFORMANCE MEASURES

- On-time performance is 67 percent compared to the target of 81 percent
- Approximately 1,100 of 6,200 (18%) weekday passenger trips, 600 of 3,500 (17%) Saturday passenger trips and 400 of 2,300 (21%) Sunday passenger trips would result in requiring transfers at the Rhode Island Avenue Station



D8

Hospital Center Line

Proposed Split of
Existing D8

Legend

-  Metrorail Stations
-  Proposed New D7
-  Proposed New D8
-  Jurisdictions
-  Roads
-  Parks



0 0.25 0.5
Miles

MILITARY ROAD - CROSSTOWN LINE, ROUTES E2, E3, E4

SERVICE AREA

Friendship Heights Station, Chevy Chase-DC, Kennedy Street NW, Fort Totten Station, Riggs Park, Ivy City

RESTRUCTURE SERVICE

Routes

- Route E4 – Daily service at all times via the current route between Friendship Heights and Riggs Park
- Route E4/ – Daily service at all times via the current route between Friendship Heights and Fort Totten Station
- Route E2 – Daily service at all times via the current route between Fort Totten Station and Ivy City
- Route E3 – Route discontinued – Saturday and Sunday route alignments same as weekdays

Service frequencies

- Every 16-20 minutes for all three routes during a.m. and p.m. peak periods, and every 36-40 minutes for all three routes off-peak and weekends
- E4 and E4/ combined service frequencies between Friendship Heights and Fort Totten every 8-10 minutes during a.m. and p.m. peak periods and every 18-20 minutes off-peak and weekends
- Timed transfers between E2 and E4/ short trips at Fort Totten to minimize wait time

Span of service

- No change

RESTRUCTURE SERVICE OPTION

- None

ROUTE / SEGMENT ELIMINATION

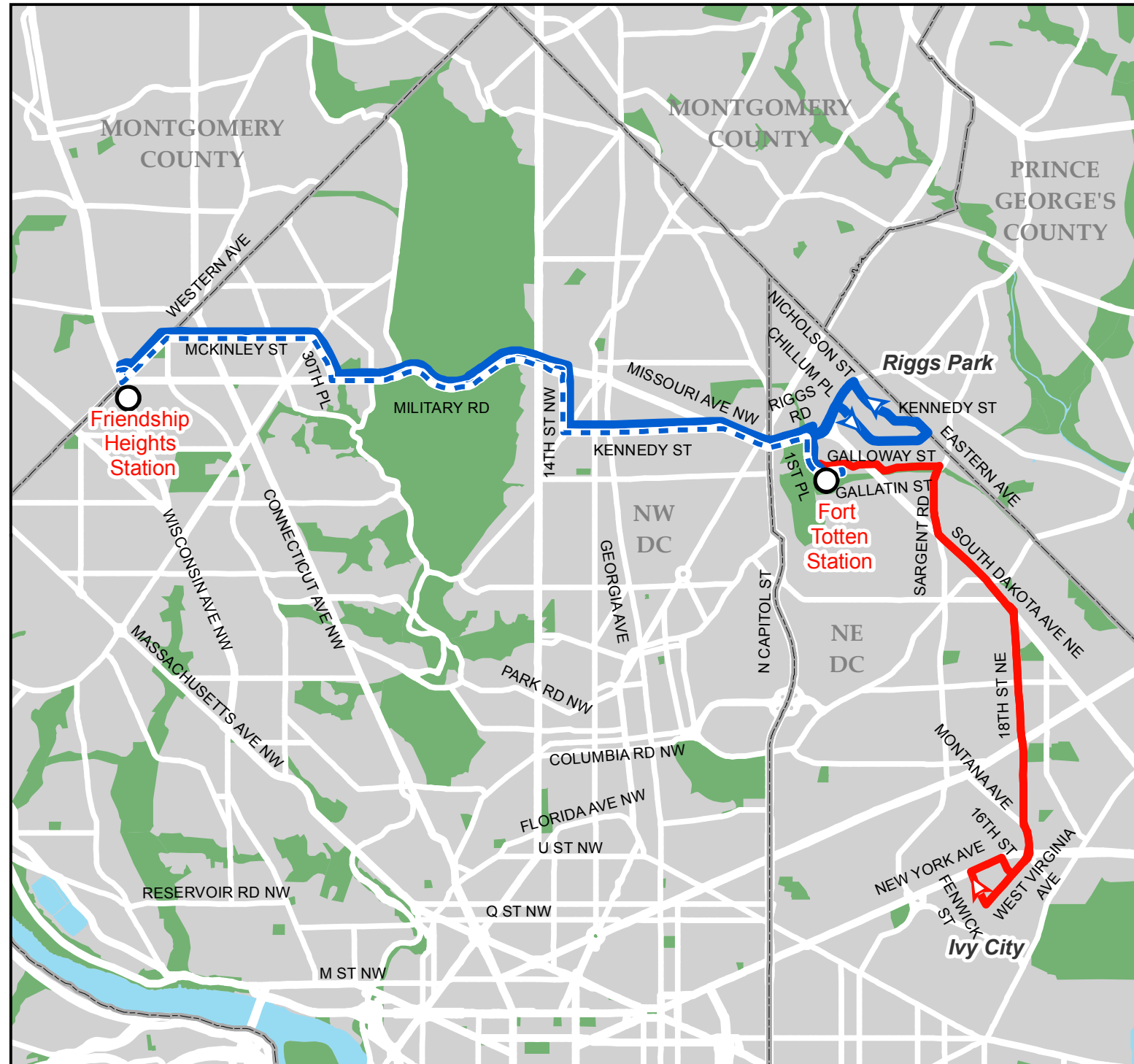
- None

REASONS FOR CHANGE

- Improve reliability of service by operating shorter routes
- Create a better balance of capacity and demand throughout the line

PERFORMANCE MEASURES

- On-time performance is 70 percent compared to the target of 81 percent



E2, E3, E4

**Military Road
Crosstown Line**

**Proposed Route
Restructuring**

Legend

-  Metrorail Stations
-  Proposed E2
-  Proposed E4/
-  Proposed E4
-  Roads
-  Parks
-  Water
-  Jurisdictions



0 0.5 1
Mile

ANACOSTIA - ECKINGTON LINE, ROUTE P6

SERVICE AREA

Anacostia Station, Washington Navy Yard, Navy Yard-Ballpark Station, Waterfront Station, Archives, Metro Center Station, Chinatown, Edgewood, Rhode Island Ave Station

RESTRUCTURE SERVICE

Route

- Route P6 – Daily service at all times between Anacostia Station and Rhode Island Ave Station via the North Capitol Street underpass at New York Avenue and K Street NW in the southbound direction only (the current detour route)

Service frequencies

- No change

Span of service

- No change

RESTRUCTURE SERVICE OPTION

- None

ROUTE / SEGMENT ELIMINATION

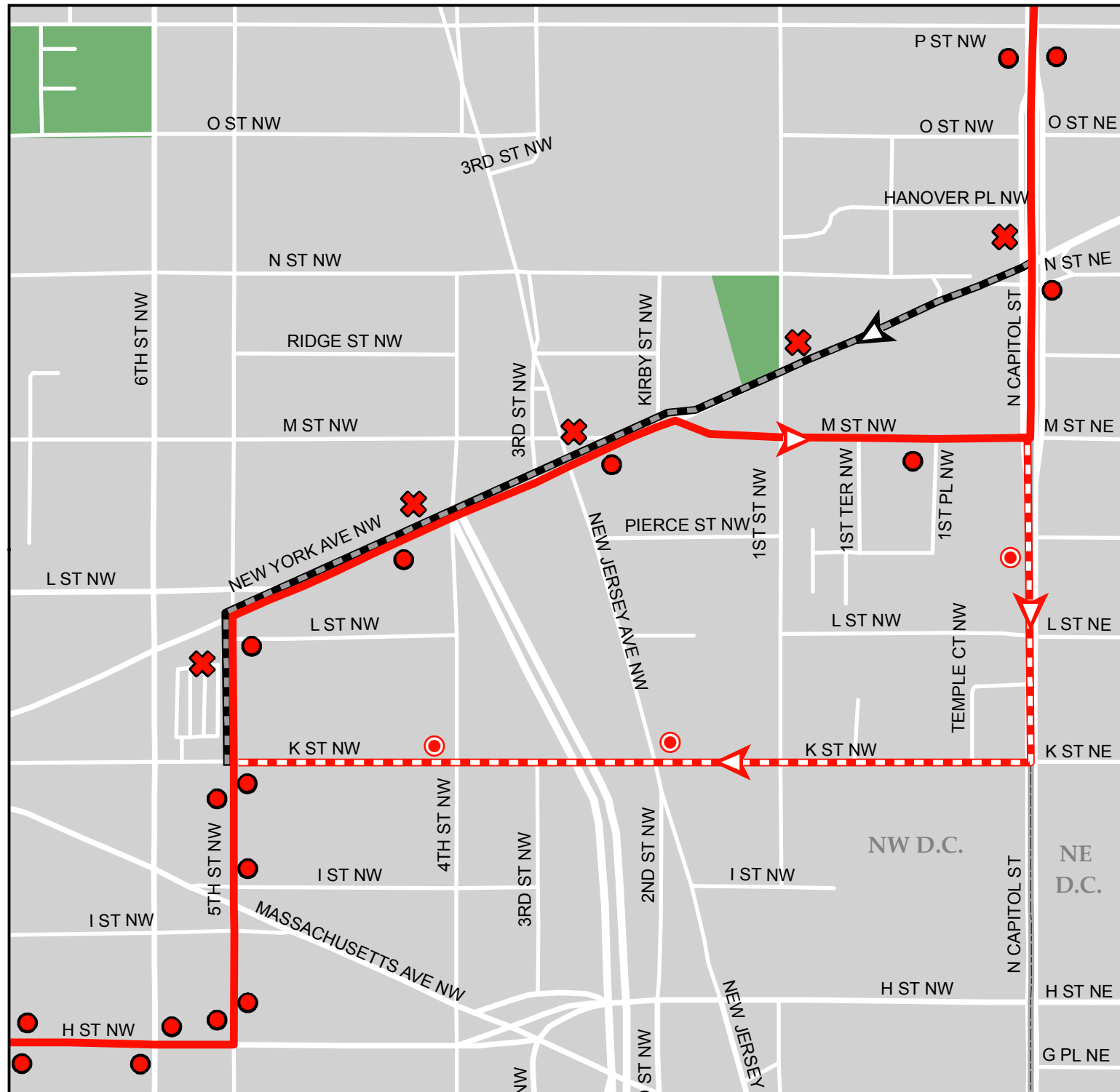
- New York Avenue NW, 5th Street NW between New York Avenue & K Street in the southbound direction only

REASONS FOR CHANGE

- Improve reliability of service by avoiding traffic congestion and safety issues on the southbound North Capitol Street service road at New York Avenue

PERFORMANCE MEASURES

- On-time performance is 74 percent compared to the target of 81 percent



P6

Anacostia-Eckington Line

Detour Proposed
to be Made
Permanent

Legend

- Proposed Permanent P6 Stop
- Proposed to be Discontinued P6 Stop
- Unaffected P6 Stop
- Proposed Permanent P6
- Proposed to be Discontinued Southbound P6
- Unaffected P6
- Jurisdictions
- Roads
- Parks



0 200 400 800 Feet

MINNESOTA AVENUE – ANACOSTIA LINE, ROUTE U2
MINNESOTA AVENUE – M STREET LINE, ROUTES V7, V8, V9

SERVICE AREA

Deanwood Station, Minnesota Ave Station, Minnesota Avenue NE and SE, Benning Heights, Anacostia Station, Potomac Ave Station, Navy Yard-Ballpark Station, Waterfront Station, L'Enfant Plaza Station, Bureau of Engraving, Archives

RESTRUCTURE SERVICE

Routes

- Route U2 – Daily service at all times between Capitol Heights Station and Anacostia Station via the current U8 route between Capitol Heights Station and Minnesota Ave Station via Nannie Helen Burroughs Avenue, then via the current U2 route to Anacostia Station
- Routes V7,8 – Daily service at all times between Capitol Heights Station and Navy Yard-Ballpark Station via the current U8 route between Capitol Heights Station and Minnesota Ave Station, then via the current V7 route to Navy Yard-Ballpark Station
- Route V9 – Peak period service between Benning Heights and Bureau of Engraving via the current V9 route between Benning Heights and Navy Yard-Ballpark Station, then via the current V7 route to Bureau of Engraving
- Route U8 would no longer serve the portion of the current route between Capitol Heights Station and Minnesota Ave Station, which would be replaced by Routes U2 and V7, which are described above
- Routes V7 and V8 would no longer serve the portion of the current routes between Deanwood Station and Minnesota Ave Station, which would be replaced by proposed Route U4, which is described elsewhere in this docket

Service frequencies

- Every 15-20 minutes during a.m. and p.m. peak periods and every 30 minutes off-peak and weekends on both U2 and V7,8 for a combined frequency between Capitol Heights Station and Minnesota & Pennsylvania Avenues of every 7-10 minutes during the a.m. and p.m. peak periods and every 15 minutes off-peak and weekends.
- No change for V9

Span of service

- No change

RESTRUCTURE SERVICE OPTION

- None

ROUTE / SEGMENT ELIMINATION

- Routes V7 and V8 would no longer provide weekday service between Navy Yard-Ballpark Station and Bureau of Engraving or weekend service between Navy Yard-Ballpark Station and Archives, alternative service is currently available on Routes P6, 74, and 52. The proposed extension of the V9 would replace weekday a.m. and p.m. peak period service.

REASONS FOR CHANGE

- Enhance connectivity between points of regional demand
- Create a better balance of capacity and demand lines serving the Minnesota Avenue Station
- Reduce or eliminate service with low productivity

PERFORMANCE MEASURES

- Approximately 700 of 5,300 (13%) weekday passenger trips, 750 of 3,200 (23%) Saturday passenger trips and 600 of 2,900 (21%) Sunday passenger trips would possibly be affected by shortening routes V7 and V8 at Navy Yard Station. Weekday passengers affected may be less due to the proposed extension of route V9.

SHERIFF ROAD – RIVER TERRACE LINE, ROUTE U4

SERVICE AREA

Sheriff Road NE, Minnesota Ave Station, River Terrace

RESTRUCTURE SERVICE

Routes

- Route U4 – Daily service at all times between River Terrace and Deanwood Station via the current route between River Terrace and Minnesota Ave Station, then via the current route of V7 and V8 from Minnesota Ave Station to Deanwood Station
- Route U4 would no longer serve the portion of the current route between Minnesota Ave Station and Sheriff Road
- New Route U7 would serve the portion of the current route between Minnesota Ave Station and Sheriff Road

Service frequencies

- Every 15-20 minutes during a.m. and p.m. peak periods and every 30-40 minutes off-peak and weekends for both routes

Span of service

- 5 a.m. to midnight daily for both routes

RESTRUCTURE SERVICE OPTION

- None

ROUTE / SEGMENT ELIMINATION

- None

REASONS FOR CHANGE

- Create a better balance of capacity and demand on lines serving the Minnesota Avenue Station

MAYFAIR – MARSHALL HEIGHTS LINE, ROUTES U5. U6

SERVICE AREA

Mayfair, Parkside, Minnesota Ave Station, Ridge Road SE, Benning Road Station, Capitol View, Marshall Heights, Lincoln Heights

RESTRUCTURE SERVICE

Routes

- Routes U5, U6 – Daily service at all times via the portion of the current route between Minnesota Ave Station and Marshall Heights/Lincoln Heights
- Routes U5 and U6 would no longer serve the portion of the current routes between Minnesota Ave Station and Mayfair/Parkside
- New Route U1 would serve the portion of the current routes between Minnesota Ave Station and Mayfair/Parkside

Service frequencies

- No change for all three routes in all time periods

Span of service

- No change for all three routes

RESTRUCTURE SERVICE OPTION

- None

ROUTE / SEGMENT ELIMINATION

- None

REASONS FOR CHANGE

- Improve reliability of service by operating shorter routes
- Create a better balance of capacity and demand throughout the line

PERFORMANCE MEASURES

- On-time performance is 78 percent compared to the target of 81 percent

CAPITOL HEIGHTS – BENNING HEIGHTS LINE, ROUTE U8

SERVICE AREA

Capitol Heights Station, Seat Pleasant, Nannie Helen Burroughs Avenue NE, Minnesota Ave Station, Benning Road Station, Benning Heights

RESTRUCTURE SERVICE

Routes

- Route U8 – Daily service at all times via the portion of the current route between Minnesota Ave Station and Benning Heights, with some trips extended to Congress Heights Station via Alabama Avenue
- Route U8 would no longer serve the portion of the current route between Capitol Heights Station and Minnesota Ave Station
- The portion of the current U8 between Capitol Heights Station and Minnesota Ave Station via Nannie Helen Burroughs Avenue would be served by proposed changes to Routes U2 and V7,8, which are described elsewhere in this docket

Service frequencies

- Every 10-12 minutes during a.m. and p.m. peak periods and every 15-20 minutes off-peak and weekends
- Trips would be extended to Congress Heights Station at times when additional capacity is needed along Alabama Avenue

Span of service

- No change

RESTRUCTURE SERVICE OPTION

- None

ROUTE / SEGMENT ELIMINATION

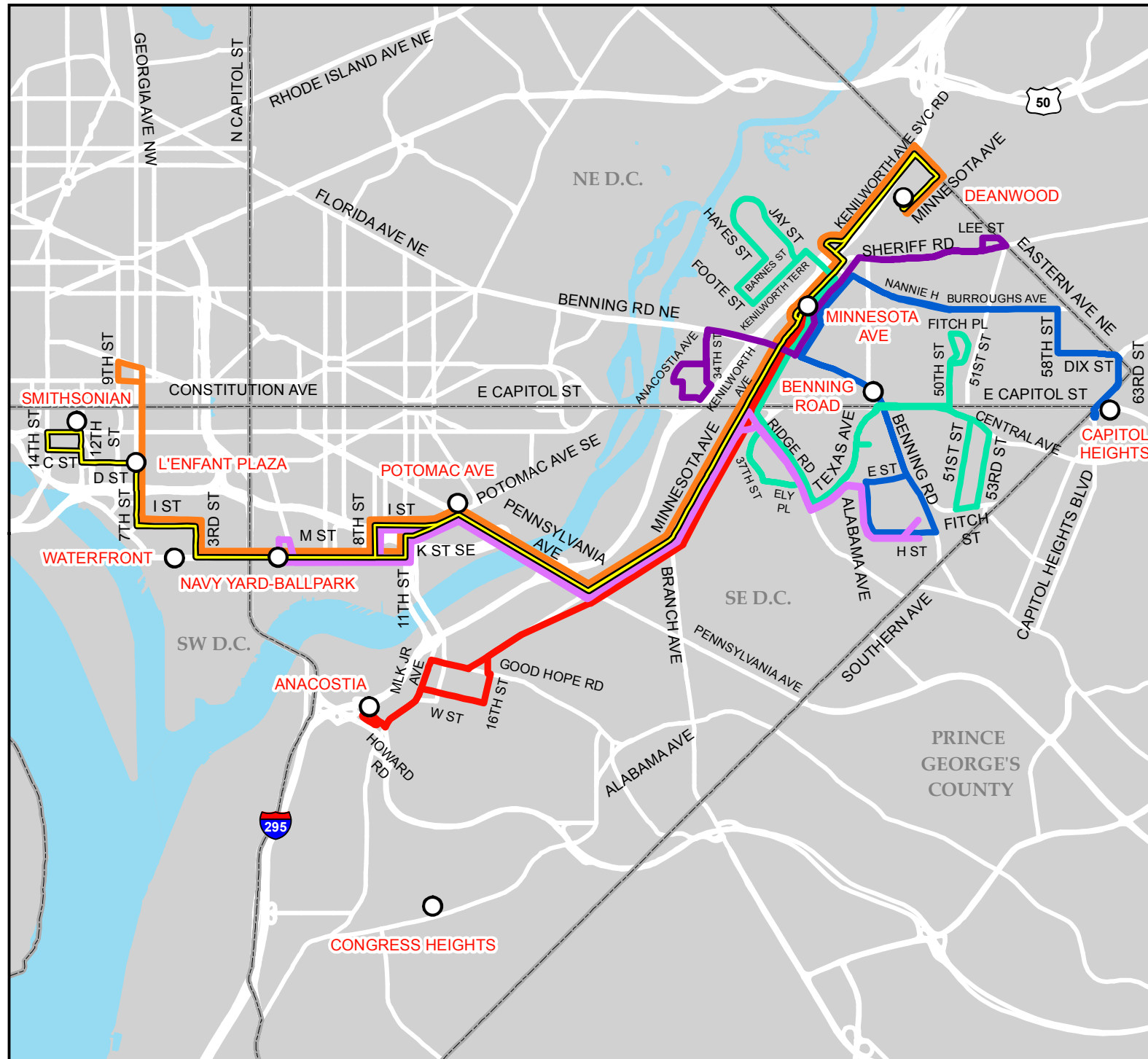
- None

REASONS FOR CHANGE

- Improve reliability of service by operating shorter routes
- Create a better balance of capacity and demand throughout the line

PERFORMANCE MEASURES

- On-time performance is 72 percent compared to the target of 81 percent



U2 U4 U5, U6

U8 V7, V8, V9

Existing Service

(See next page for proposed service restructuring)

Legend

○ Metrorail Stations

Existing U2

Existing U4

Existing U5, U6

Existing U8

Existing V7

Existing V8

Existing V9

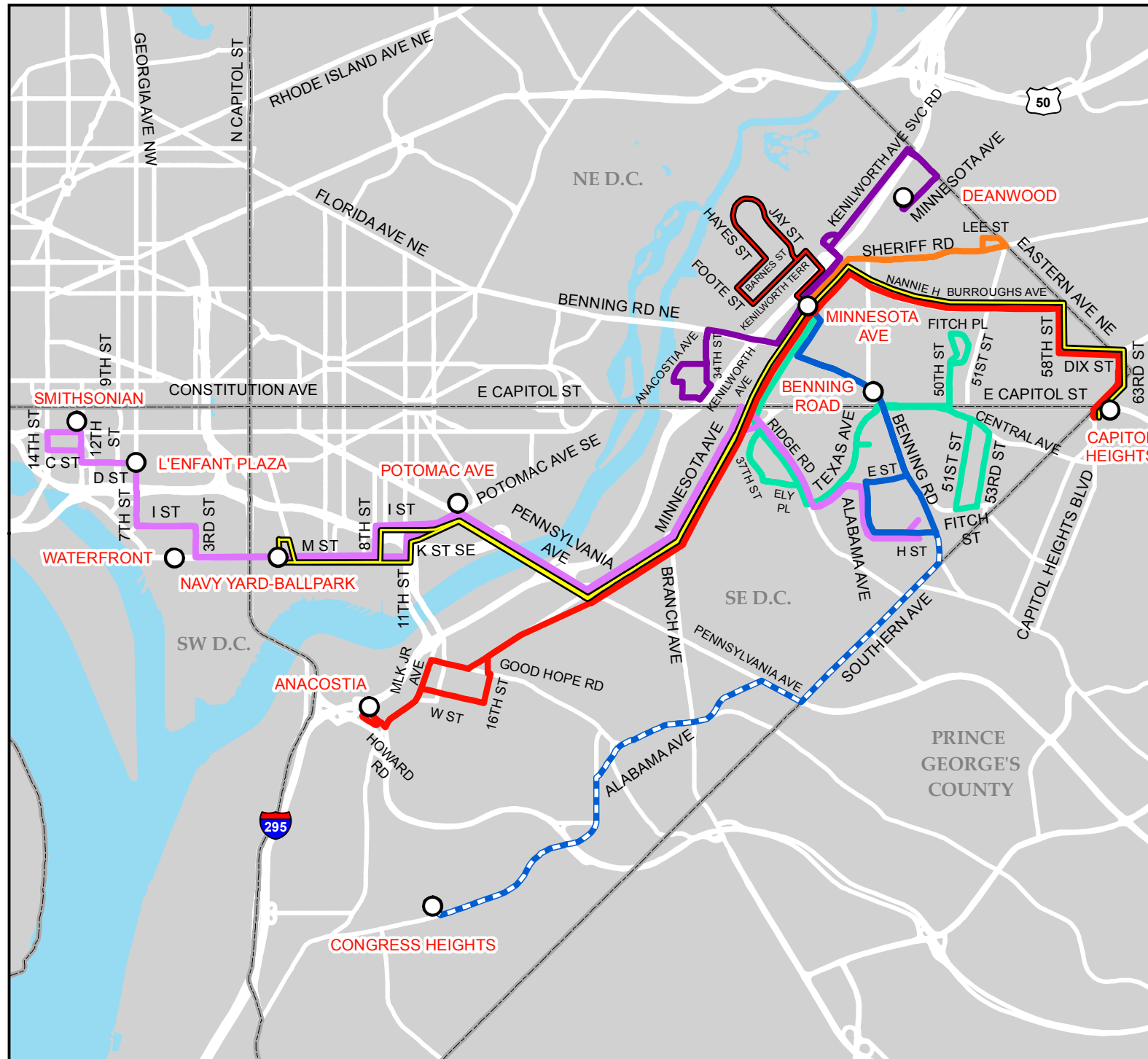
Roads

Jurisdictions

Water



0 0.5 1 Miles



U1 U2 U4 U5, U6
U7 U8 V7 V9

Proposed Service Restructuring

Legend

- Metrorail Stations
- Proposed U1
- Proposed U2
- Proposed U4
- Proposed U5, U6
- Proposed U7
- Proposed U8
- Proposed U8 extension
- Proposed V7
- Proposed V9
- Roads
- Jurisdictions
- Water



0 0.5 1 Miles