



Network Redesign

Phase 2 Engagement Summary

Visionary Network Comment and Response Summary

Appendix: Route-Level Comment Summaries and Responses

In spring 2023, we shared the **draft Visionary Network**—the future bus network the region deserves—and interacted with thousands of customers, community members, advocates, bus operators, employees, and elected officials. Through interactive online tools and **more than 60 public events** on board buses, at libraries, in community spaces, and more, we received **more than 8,000 comments** on the draft Visionary Network routes. This document summarizes what we heard from customers and stakeholders on the draft Visionary Network, by route, as well as the changes that Metro has made to the revised Visionary Network based on this input.

This document does not address the service in the proposed 2025 Better Bus Network, nor does it explain the differences between the revised Visionary Network and the proposed 2025 Network.

The summaries presented in this appendix reflect high-level themes representing, in some cases, hundreds of comments from customers and stakeholders. In the interest of readability, not every comment could be included. **All comments were reviewed and considered by Metro, even if they are not reflected in this brief summary.**



**More than 8,000
comments on routes**



**More than 60 public
events across the region**

Click below to view the draft
Visionary Network routes!

[View the routes in English](#)

[Ver las rutas en español](#)



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DISTRICT OF COLUMBIA					
DC100	Sibley Hospital – Union Station	D94, D92	<i>Sibley Hospital – Chinatown, Georgetown – Union Station</i>	• Strong opposition to the lack of service to the 37th Street NW/O Street NW stop at the gates of Georgetown University; many comments requesting restored bus service directly to the campus gates • Many comments requesting the route serve MacArthur Boulevard to travel between Sibley Hospital and downtown, as the existing Route D6 operates • General support for Union Station as a new eastern terminal in lieu of LeDroit Park, but a few comments asking for better service in LeDroit Park to replace the existing Route G2, and a few comments suggest staying on P Street NW/NE to NoMa as an alternate eastern terminal	• Split the DC100 into two routes—Route D92 serves the campus gates at the 37th Street NW/O Street NW stop • Split the DC100 into two routes—Route D94 serves Sibley Hospital, MacArthur Boulevard, Georgetown University, West End, and H Street NW/I Street NW to Chinatown, with a similar routing to the existing Route D6 • Union Station remains the eastern terminal on Route D92; in the revised Visionary Network, LeDroit Park will be served via 1st Street NW by Route C59, a 20-minute route operating between Potomac Park and Washington Hospital Center (WHC)
DC101	Bethesda – National Archives	D82	<i>Friendship Heights – Archives</i>	• Strong support for the extension north to Bethesda from Friendship Heights • Many comments expressing concern that having only one route using Wisconsin Avenue NW will result in less total bus service on the corridor	• Maintained the connection between Bethesda and Friendship Heights on the D8X (limited-stop route) in the revised Visionary Network; Route D96 also connects Bethesda to Friendship Heights and other points south including American University, Glover Park, and Georgetown • The frequency of Route D82 matches the combined frequency of the existing routes 31 and 33

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DC102	Bethesda – Farragut Square	D70	Bethesda – Farragut Square	• Mixed reactions to the extension to Bethesda from Chevy Chase Circle; those opposed to the extension expressed concerns regarding on-time performance of an extended route • Mixed feedback regarding service proposed along Connecticut Avenue NW rather than the Duke Ellington Bridge/Columbia Road NW (diversion to Adams Morgan) • Among those who are opposed to the diversion, some expressed that they are specifically trying to get from the Adams Morgan neighborhood to Connecticut Avenue NW • Some others expressed concern that the proposed DC104 route is not frequent enough and like that the existing Route L2 helps increase frequency at stops served by the existing Routes 42, 43, and L2	• Maintained the connection between Bethesda and Chevy Chase Circle on Route D70 in the revised Visionary Network • Maintained routing on Route D70 in the revised Visionary Network, including service on the Taft Bridge rather than the Adams Morgan diversion • Route C55 connects Adams Morgan and neighborhoods in upper Northwest DC, such as Woodley Park and Tenleytown; Route D70 riders going to Adams Morgan can transfer to routes C51, C53, C55, or C57 at Woodley Park in the revised Visionary Network • Improved frequency on Route D72 and extended Route D74 to serve Columbia Road NW and Connecticut Avenue NW; the frequency of these two routes matches the effective frequency of the existing routes 42, 43, and L2

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DC103	Tenleytown – Brookland/ CUA	C61	Tenleytown – Brookland	• Strong support for this route not looping through the Washington Hospital Center (WHC) entrance driveways, preventing congestion delays, and instead serving the hospital campus via 1st Street NW adjacent to the entrance driveways • Several comments suggesting adjusting how the route accesses the WHC and requesting that the route serve the McMillan development • Strong support for the proposed increase in frequency • General opposition to the lack of service on Van Ness Street NW between the Tenleytown and Van Ness neighborhoods	• Maintained Route C61 routing to stay straight on 1st Street NW through the WHC • Flipped access to the WHC: eastbound, Route C61 will serve Irving Street NW before turning onto 1st Street NW and Michigan Avenue NW; westbound, Route C61 will serve Michigan Avenue NW first before turning onto 1st Street NW and Irving Street NW—this provides better transfer opportunities with routes D30 and D36, in addition to a more direct connection to the McMillan development • Maintained frequency on Route C61 in the revised Visionary Network • Route C87, a new commuter route developed since the draft Visionary Network and included in the revised Visionary Network, will operate between Silver Spring and Van Ness via Van Ness Street NW

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DC104	Van Ness- UDC – Union Station	D72	Van Ness – Union Station	- Strong opposition to the route going around Dupont Circle rather than using the Connecticut Avenue NW bypass underneath the circle - Strong support for increasing frequency on this route due to overcrowding and at-capacity service - Mixed feedback on this route not serving the Kennedy Center	- Route D72 will go under Dupont Circle; Route D74, with a new extension in the revised Visionary Network, will go around Dupont Circle - Increased frequency in peak periods on the Route D72 - Maintained the Union Station terminal in the revised Visionary Network due to higher demand than the Kennedy Center; Route D24 will serve the Kennedy Center in the revised Visionary Network. Route D72 riders can transfer to Route D24 at Farragut Square
DC105	Silver Spring – Federal Triangle	D62	Silver Spring – Franklin Square	- Strong support for keeping Route S2 and Route S9 split, with Route S2 service traveling via Alaska Avenue NW and Route S9 service continuing on 16th Street NW - Several comments requesting the restoration of Route S1 service (from 16th Street NW to Foggy Bottom/Potomac Park)	- The draft Visionary Network did not show limited-stop service; realigned Route D62 to serve Alaska Avenue NW and Eastern Avenue NW and Route D6X will serve 16th Street NW - Maintained routing on Route D62 because there is more demand for service to Federal Triangle than service to Foggy Bottom/Potomac Park from the 16th Street corridor; Route D62/D6X riders going to Foggy Bottom/Potomac Park can transfer to Route D12 at McPherson Square

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DC106	Takoma – L'Enfant Plaza	D54	Takoma – Metro Center	- Widespread support for extending this route to the Waterfront - Strong support for increased service in Navy Yard, including requests to extend the DC106 or DC107 routes to Navy Yard - Many comments expressing concern over bus bunching and the overall reliability of the existing routes 52, 54, and 59	- Rerouted Route D52 to terminate at Metro Center, but Route D5X, a limited-stop route along 14th Street, will serve Navy Yard via Waterfront in the revised Visionary Network - Route D5X will serve Navy Yard via Waterfront in the revised Visionary Network - Metro will continue to monitor and improve operations
DC107	Silver Spring – Waterfront	D42	Silver Spring – Archives	Strong support for returning service to Buzzard Point and for increasing frequency	Route D14, a new route created since the draft Visionary Network, will connect Buzzard Point, Navy Yard, Capitol South, and Union Station
DC108	Duke Ellington Bridge – Anacostia	C51	Woodley Park – Anacostia	- Many comments requesting bus lanes on U Street NW/Florida Avenue NW - Strong support for both the DC108 and DC109 routes going to Adams Morgan; some comments requesting the route continue to Woodley Park to offer a direct Metrorail connection (or further into Northwest DC) rather than ending at the Duke Ellington Bridge terminal - Several comments requesting that either the DC108 or DC109 routes travel to Navy Yard	- The District Department of Transportation's (DDOT) U Street NW and Florida Avenue NW bus priority projects include proposed bus lanes in these areas and are in progress - Extended Route C51 to Woodley Park in the revised Visionary Network - Extended Route C11 to L'Enfant Plaza via M Street in the revised Visionary Network; Route C51/C53 riders going to Navy Yard can transfer to routes C11 or D39 at M Street/8th Street, or to Route D5X at 14th Street NW/U Street NW in the revised Visionary Network

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DC109	Duke Ellington Bridge – Congress Heights	C53	Woodley Park – Congress Heights	- Many comments requesting bus lanes on U Street NW/Florida Avenue NW - Strong support for both the DC108 and DC109 routes going to Adams Morgan; some comments requesting the route continue to Woodley Park (or further into Northwest DC) rather than ending at the Duke Ellington Bridge terminal - Several comments requesting that either the DC108 or DC109 routes travel to Navy Yard	- The DDOT U Street NW and Florida Avenue NW bus priority projects include proposed bus lanes in these areas and are in progress - Extended Route C53 to Woodley Park in the revised Visionary Network - Extended Route C11 to L'Enfant Plaza via M Street SE/SW; Route C51/C53 riders going to Navy Yard can transfer to routes C11 or D39 at M Street/8th Street or to Route D5X at 14th Street NW/U Street NW in the revised Visionary Network
DC110	Fort Totten – Franklin Square	D30	Fort Totten – Franklin Square	Strong support for the 24/7 service	Maintained 24/7 service on Route D30
DC111	Potomac Park – Southern Avenue	D12	Potomac Park – Southern Ave Station	- Many comments about preferring to maintain the current direct connection to downtown without needing to transfer - Strong support for the proposed rerouting around Fort Circle Park to make the route more direct - Strong support for the 24/7 service	- Rerouted Route D12 to serve K Street NW to provide the direct connection to downtown - Maintained routing around Fort Circle Park on Route D12 - Maintained 24/7 service on Route D12
DC112	Farragut Square – Capitol Heights	D2X	Foggy Bottom – Capitol Heights Limited	Several comments questioning whether the DC112 and DC113 routes would follow a similar stop pattern as the existing Route X2 and Route X9 and expressing that the DC112 and DC113 routes seem very similar to one another	Turned DC112 into Route D2X—the limited-stop overlay of Route D22

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DC113	Farragut Square – Minnesota Avenue	D22	Foggy Bottom – Minnesota Ave Station	- Many comments asking to extend the DC113 route beyond Chinatown (especially from people at Minnesota Avenue NE who need to go further downtown) to at least 14th Street NW - Many comments requesting the route serve Nannie Helen Burroughs Avenue NE	- Extended Route D22 to Foggy Bottom in the revised Visionary Network - Route D2X will serve Capitol Heights via East Capitol Street to provide a more direct connection; Route D2X/D22 riders going to Nannie Helen Burroughs Avenue NE can transfer to Route C31 at Benning Road NE/Minnesota Avenue NE
DC114	West Hyattsville – Anacostia	C41	West Hyattsville – Anacostia	- General support for this route, especially the extension to West Hyattsville - A few comments requesting extending this route to Navy Yard - A few comments requesting this route serve the Hyattsville Crossing Metro station	- Maintained routing on Route C41 in the revised Visionary Network, including the connection to West Hyattsville - Maintained the Anacostia terminal on Route C41 due to other routes providing the connection to Navy Yard; Route D39 provides a connection between Ivy City, Hill East, and Navy Yard in the revised Visionary Network - Maintained the West Hyattsville terminal on Route C41 due to other routes and Metrorail providing a connection between West Hyattsville and Hyattsville Crossing; Route C41 riders going to Hyattsville Crossing can transfer to Route P33 at West Hyattsville or Route P43 on Hamilton Street
DC115	Union Station – Deanwood	D24	Kennedy Center – Deanwood	Widespread support for the connections within the Capitol Hill neighborhood	Rerouted Route D24 to C Street NE in Capitol Hill like the existing Route D6, maintaining the east-west connection within the Capitol Hill neighborhood

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DC116	River Terrace – Deanwood	C33	River Terrace – Deanwood	Widespread support for the connection to the Deanwood Metro station	Maintained the connection to Deanwood on Route C33
DC117	Navy Yard – Capitol Heights	C31	Navy Yard – Capitol Heights	- Widespread support for the proposed increase in frequency and the 24/7 service - Widespread support for the frequent connection via the Frederick Douglass Memorial Bridge - Some comments supporting extending the route to Capitol South Metro station or Union Station to provide connections between those locations and Navy Yard (rather than those locations and the Anacostia or Minnesota Avenue stations)	- Maintained frequency and 24/7 service on Route C31 - Maintained service on the Frederick Douglass Memorial Bridge on Route C31 - Route D14, newly created since the draft Visionary Network, will connect Buzzard Point, Navy Yard, Capitol South, and Union Station
DC118	Anacostia – Minnesota Avenue	C21	Anacostia – Minnesota Ave Station	Widespread support for the combination of the current routes V7, V8, and W4	Maintained routing on Route C21 in the revised Visionary Network
DC119	Potomac Avenue – Minnesota Avenue	C22	Potomac Ave Station – Minnesota Ave Station	Widespread support for the more-direct connection for Marshall Heights residents and for the connection to Coral Hills, MD	Maintained Marshall Heights connection on Route C22, but removed the Coral Heights deviation due to difficult turns; Route C22 riders going to Coral Hills can transfer to Route C37 or Route P63 on Southern Avenue SE
DC120	Anacostia – Southern Avenue	C15	Potomac Ave Station – Southern Ave Station	- Strong support for the simplification of the existing routes A2, A6, and A8 - Several comments requesting more-frequent service on this route	- Maintained routing between Anacostia and Southern Avenue SE on Route C15 in the revised Visionary Network and extended it to Potomac Ave station - Maintained 12-minute frequency on Route C15

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DC121	Anacostia – Eastover	C13	Anacostia – Eastover via Washington Highlands	• Strong support for the simplification of the existing routes A2, A6, and A8 • Several comments requesting more-frequent service on this route	• Maintained routing on Route C13 • Maintained 12-minute frequency on Route C13
DC122	Anacostia – National Harbor	C11	L'Enfant Plaza – National Harbor	• Widespread support for the connection to National Harbor and Oxon Hill, MD	• Maintained the connection to National Harbor and Oxon Hill on Route C11
DC200	Sibley Hospital – Fort Totten	C81	Sibley Hospital – Fort Totten	• Strong support for creating an additional route across Rock Creek, for east-west service to Tenleytown, and for having one route operate via Missouri Avenue NW	• Maintained routing on Route C81 and Route C83, including the connection across Rock Creek, routing on Missouri Avenue NW (Route C83), and connection to Tenleytown (Route C81), in the revised Visionary Network

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DC201	Barnaby Woods – Foggy Bottom	C85	Barnaby Woods – Foggy Bottom	• Strong opposition from Glover Park residents to removing their connection to the Dupont Circle Metro station (via the existing Route D2) • Some comments in support of the connection between Tenleytown and Glover Park • Strong opposition to this route running through Georgetown to the Foggy Bottom Metro station • Several comments from Barnaby Woods residents requesting a route to Friendship Heights	• Route D96, new in the revised Visionary Network, will connect Glover Park with Dupont Circle like the existing Route D2 • Maintained the connection between Glover Park and Tenleytown on Route C85 • Maintained routing through Foxhall Village, Georgetown, and Foggy Bottom on Route C85 to provide connections to these neighborhoods and to the new MacArthur High School • Maintained routing on Route C85, except for circulation around Idaho Avenue and in Glover Park to provide connections to Glover Park, Georgetown, and Foggy Bottom; Route C85 riders going to Friendship Heights can transfer to Metrorail at Tenleytown or to Route C83 at Nebraska Avenue NW/Military Road NW

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DC202	Tenley-town – Stadium- Armory	D90	Tenleytown – Stadium- Armory	- Strong opposition to removing the connection between New Mexico Avenue NW/Cathedral Avenue NW and Farragut Square - Strong opposition to removing service on Western Avenue NW between Friendship Heights and Massachusetts Avenue NW	- Maintained routing on Route D90, including routing on Massachusetts Avenue NW; Route D96, created since the draft Visionary Network, will provide service between New Mexico Avenue NW and Farragut Square via Glover Park, Georgetown, and Dupont Circle. Route C85 provides a connection between Cathedral Avenue NW/Idaho Avenue NW and Foggy Bottom; Route C85 riders going to Farragut Square can transfer to Route D96 along New Mexico Avenue NW/Tunlaw Road NW or to Route D82/D8X on Wisconsin Avenue NW/Q Street NW - Route D96, newly created since the draft Visionary Network, serves Friendship Heights via Ward Circle, Massachusetts Avenue NW, and Western Avenue NW
DC203	Friendship Heights – Fort Totten	C83	Friendship Heights – Fort Totten	- Many comments regarding congestion on Military Road NW due to narrow lanes; general support to instead serve McKinley Street NW - Strong support for removing the 30th Place NW diversion from the existing Route E4	- Rerouted Route C83 to serve Military Road NW between Rock Creek Park and Connecticut Avenue NW and McKinley Street NW between Connecticut Avenue NW and Western Avenue NW to serve the Safeway - Maintained removal of 30th Place NW diversion on Route C83

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DC204	Takoma – Federal Triangle	<i>D46</i>	<i>Takoma – Petworth</i>	• Strong support for this route operating all day, including weekends • A few comments requesting higher-frequency service along this route	• Terminated Route D46 at Petworth; Route D46 riders going to Federal Triangle can transfer to Route D44 at Petworth; Route D46 will operate all day and on weekends • Improved frequency to 10 minutes during peak periods on Route D46
DC205	Fort Totten – Federal Triangle	<i>D44</i>	<i>Fort Totten – Federal Triangle</i>	• A few comments regarding the unreliability of the existing Route 64 • Some comments requesting higher-frequency service on this route	• Metro will continue to monitor and improve operations • Improved frequency to 10 minutes during peak periods and 12 minutes during midday and on weekends on Route D44
DC206	Farragut Square – Brookland/ CUA	<i>D74</i>	<i>Farragut Square – Rhode Island Ave Station</i>	• Strong opposition to changing this route; many comments stating that the existing Route H8 service is a vital connection to the Columbia Heights and Mt. Pleasant neighborhoods	• Rerouted Route D74 to maintain the existing Route H8 connection to Columbia Heights, with a new extension to Farragut Square via Adams Morgan and Dupont Circle
DC207	Fort Totten – Deanwood	<i>C75</i>	<i>Fort Totten – Deanwood</i>	• Strong support for this new connection between Fort Lincoln and Deanwood and the general connection between two areas of NE DC separated by the Anacostia River • Strong support for the dedicated South Dakota Avenue NE service, particularly amongst Woodridge neighborhood residents	• Maintained the Route C75 connection between Fort Lincoln and Deanwood in the revised Visionary Network; added an additional Fort Lincoln/Deanwood connection on Route C63, which also provides Deanwood with a connection to Brookland and the WHC • Maintained dedicated South Dakota Avenue NE service on Route C75 in the revised Visionary Network

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DC208	Fort Totten – Union Station	C71	Fort Totten – Union Station	- Strong opposition from residents of 4th Street NE and 6th Street NE in Capitol Hill to operating bus service on those streets - Strong support for new service to Union Market - Several comments from Trinidad neighborhood residents requesting to maintain connections like the current Route D8 connection to Union Station	- Removed service from 4th Street NE and 6th Street NE in Capitol Hill; rerouted Route C71 to serve Union Station via K Street NE and North Capitol Street NW - Rerouted Route C71 to serve Trinidad; Route D38 will still provide new service in Union Market in the revised Visionary Network - Rerouted Route C71 to serve Trinidad and maintain the existing Route D8 connection to Union Station; Route D36 connects Trinidad to the WHC to maintain the northern portion of the existing Route D8 and maintain the connection to downtown Washington, DC, on the existing Route D4
DC209	West Hyattsville – Ivy City	--	--	- Several comments from Riggs Park residents requesting a connection to the Fort Totten Metro station (like the current Route E4) - Many comments requesting a connection between Union Station, Union Market, H Street NE, and Brookland	- This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes. Route P32 was extended to Fort Totten to provide Riggs Park residents with a connection to Fort Totten - Route C71 connects Union Station and eastern Brookland and routes D22 and D2X provide a connection between H Street NE and Union Station; Union Market is served by Route D38, which connects Chinatown, NoMa, Union Market, Ivy City, and Fort Lincoln. Brookland residents can transfer to Route D38 at NoMa via Route D34

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DC210	West Hyattsville – Rhode Island Ave/ Brentwood	D34	West Hyattsville – Metro Center	Mixed feedback—while most comments received from Brookland and Edgewood neighborhood residents requested a direct ride downtown with no transfers (like the existing Route G8 provides), there was strong overall support for the new connection to the West Hyattsville Metro station	Route D34 was extended to Metro Center via Eckington and New York Avenue NE to provide Brookland and Edgewood residents with a direct ride downtown; maintained the connection to West Hyattsville on Route D34
DC211	Washington Hospital Center – Franklin Square	D36	Washington Hospital Center – Franklin Square	- Strong opposition from residents of the Trinidad neighborhood to transferring at Union Station, with many expressing their desire to maintain their connection to downtown - Many comments noting the value of the existing Routes D4 and D8, while also acknowledging that the routes are unreliable and expressing a desire for more-frequent service - Strong opposition from residents of Capitol Hill to running buses on F Street NE	- Rerouted Route D36 to Franklin Square via K Street NW and H Street NW, similar to the existing Route D4 connection - Route D36 is more frequent than the existing Route D4 and the existing Route D8; Route C71 has a similar frequency to the existing Route D8, so overall, Trinidad will see a higher level of service - Removed service from F Street NE; Route D36 was rerouted to stay on K Street NE to travel downtown rather than terminate at Union Station
DC212	Brookland/ CUA – Fort Lincoln	C63	Washington Hospital Center – Deanwood	- General support for increased service to Fort Lincoln - Several comments expressing concerns about the Quincy Street NE/Michigan Avenue NE turn near the Brookland Metro station due to it causing the bus to creep into traffic and cause traffic issues	- Maintained new connections to Fort Lincoln - Rerouted Route C63 to serve 14th Street NE and Monroe Street NE to avoid the Quincy Street NE/Michigan Avenue NE turn

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DC213	Woodley Park – Capitol Heights	C55, C57	<i>Tenleytown – Shaw, Woodley Park – Capitol Heights</i>	• Strong support for the new connection between East Capitol Street SE, Benning Road NE, and Florida Avenue NW/U Street NW • Many comments in opposition to changing the existing Route 96 and expressing the need to maintain the connection between Northwest DC neighborhoods, such as Woodley Park and Cathedral Heights, and Adams Morgan and the U Street NW corridor	• Maintained connection on Route C57 between East Capitol Street SE, Benning Road NE, and Florida Avenue NW/U Street NW • Route C57 will continue to operate between Woodley Park and Capitol Heights; Route C55, newly created since the draft Visionary Network, will serve Tenleytown, Wisconsin Avenue NW, Woodley Road NW, 29th Street NW, Calvert Street NW, 18th Street NW, and U Street NW like the existing Route 96. Route C55 terminates at Shaw

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DC214	Chinatown – Fort Lincoln	D32	Chinatown – Fort Lincoln via Rhode Island Ave	- Some comments expressing a desire for an extension further to the west to Franklin and Farragut squares, like the existing Route G8 - Some comments requesting more-frequent service long this route - Many comments requesting the return of Route G9 service - Some comments from Maryland residents expressing the desire for a route that extends the length of Rhode Island Avenue NE into Maryland (or, for other Maryland routes to not terminate at the Rhode Island Avenue Metro station)	- Maintained the Chinatown terminal on Route D32 due to frequent routes connecting Farragut Square, Franklin Square, and Chinatown on K Street NW (Route D24) and H Street NW/I Street NW (routes D2X, D22, D72, and D94). Route D32 riders can transfer to these routes on 11th Street NW - Improved frequency to 10 minutes in the peak and 12 minutes in midday and on weekends on Route D32 - While Route D32 is not limited-stop, its routing is similar to that of the former Route G9; it serves the length of Rhode Island Avenue within Washington, DC, to Chinatown, providing service two blocks east of Franklin Square on 11th Street NW - There is demand for Rhode Island Avenue service connecting to different areas in the region, so the revised Visionary Network prioritizes creating new connections over one long route on the full length of Rhode Island Avenue. There is more demand in Washington, DC, so the Washington, DC, segment needs more service than the Maryland segment of Rhode Island Avenue. Maryland riders who want to go further into Washington, DC, can transfer at Rhode Island Ave station

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DC215	Chinatown – Fort Lincoln	D38	Chinatown – Fort Lincoln via Bladensburg Rd	• Strong support for the connection to the Arboretum from downtown and the new service on New York Avenue NW • Some comments, including from the Ward 5 Council Office, requesting service on New York Avenue NW to Bladensburg Road NE • A few comments expressing concerns about a reduction of service in the Trinidad neighborhood	• Maintained routing on Route D38 in the revised Visionary Network, including the connection to the Arboretum and New York Avenue NW routing • Maintained routing on Route D38 through Ivy City to Bladensburg Road NE to provide direct connections to destinations in Ivy City and to the Arboretum. The northern side of New York Avenue NE in this portion is a rail yard and Amtrak maintenance facility, so serving Brentwood Parkway NE, Mt Olivet Road NE, and Bladensburg Road NE provides more connections, while still providing bus stops close to the hotels along New York Avenue NE • Since the draft Visionary Network, Route C71 was rerouted to provide service to Trinidad and Route D36 was extended to provide a direct ride to more destinations downtown; Route D36 is more frequent than the existing Route D4 and the existing Route D8. Route C71 has a similar frequency to the existing Route D8; so, over-all, Trinidad will see a higher level of service
DC216	Kennedy Center – Stadium- Armory	D24	Kennedy Center – Deanwood	• Strong opposition to changing the existing Route D6 service • Many comments expressed concern about a lack of connection from Capitol Hill to the BASIS Washington, DC, school on 8th Street NW	• Rerouted Route D24 to serve C Street NE, Massachusetts Avenue, and E Street NW, like the existing Route D6 • Rerouted Route D24 to maintain the connection between BASIS Washington, DC, and Capitol Hill on the existing Route D6

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DC217	National Archives – Southern Avenue	--	--	Strong opposition to the routing because it does not travel deep enough into Buzzard Point to provide access to new jobs and housing	This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes. Route D14, newly created since the draft Visionary Network, connects Buzzard Point with Navy Yard, Capitol South, and Union Station, and travels deep enough into Buzzard Point to provide access to new jobs and housing
DC218	Foggy Bottom – Naylor Road	D1X	Foggy Bottom – Naylor Rd Station Limited	General opposition to terminating service short of downtown and preferring the high frequency of the existing Route 36 service instead	Route D1X will provide limited-stop service on Pennsylvania Avenue; in the revised Visionary Network, it was extended to Foggy Bottom via Constitution Avenue and Virginia Avenue. Maintained 20-minute frequency on Route D1X, which is as frequent or more frequent than the existing Route 36
DC219	L'Enfant Plaza – Fort Lincoln	D39	L'Enfant Plaza – Fort Lincoln	Widespread support for the new connections provided on the route from Fort Lincoln to Bladensburg Road, Trinidad, H Street NE, and Benning Road NE; and from Hill East to Navy Yard to the Wharf/L'Enfant Plaza	Maintained routing on Route D39 in the revised Visionary Network, except it was rerouted in Navy Yard to serve I Street SE; maintained connections between Fort Lincoln, Bladensburg Road, Trinidad, H Street NE, Benning Road NE, Hill East, Navy Yard, and the Wharf/L'Enfant Plaza

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DC220	Carver Langston – Eastern Market	C43	Carver Langston – Navy Yard	• General support for better access to Eastern Market and Capitol Hill • Mixed feedback about running a bus on 4th Street NE/SE; those opposed feel the roadway geometry would make turning too difficult • Mixed reactions to more bus service in this neighborhood	• Maintained routing between Carver Langston and Eastern Market on Route C43 in the revised Visionary Network, and added a new extension to Navy Yard • Maintained routing on 4th Street NE/SE; Metro has conducted bus tests to confirm turns are possible on buses • Maintained routing on 4th Street and 6th Street NE/SE due to requests and support for more north-south bus service in Capitol Hill west of 14th Street SE/15th Street SE
DC221	Deanwood – Naylor Road	C35	Deanwood – Naylor Rd Station	• General support for the extension to Naylor Road • Feedback requesting a connection be-tween Eastland Gardens/Kenilworth with Metro stations and other major destinations • Feedback requesting a connection between Mayfair and Lincoln Heights	• Maintained routing on Route C35 in the revised Visionary Network, except for circulation around Fort Dupont, including the extension to Naylor Road • Did not directly serve Eastland Gardens due to the inability to operate a bus based on the road network and size of street and because of the short walking distance to Route C35 stops • Route C35 riders going to Lincoln Heights can transfer to Route C22 at Minnesota Ave station

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DC222	Anacostia – Deanwood	C23	Anacostia – Deanwood	- Widespread support for this route - Widespread support amongst current Route W3 and Route W6 customers for the connection to Skyland - Widespread support from current Route W2 customers for the connection between Anacostia and Fairfax Village for the Francis Gregory Library	- Maintained routing on Route C23 in the revised Visionary Network - Maintained the connection to Skyland on Route C23 - Maintained the connection between Anacostia and Fairfax Village on Route C23
DC223	Anacostia – Skyland	C25	Anacostia – Skyland	Widespread support from current Route W8 and Route W6 customers for the connection to Skyland	Maintained the connection to Skyland on Route C25
DC224	Bellevue – Naylor Rd	C27	Bellevue – Naylor Rd Station	- Widespread support from current Route W6 customers for the connection to Skyland - Widespread support from current Route W3 customers for the connection to the Giant on Alabama Avenue SE in Congress Heights	- Maintained the connection to Skyland on Route C27 - Maintained the connection to the Congress Heights Giant on Route C27

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DC225	Anacostia – United Medical Center	C29	Anacostia – Southern Ave Station	• Widespread support for the route • Many comments from current Route W8 and Route W2 customers expressing that they like the connection to the Southern Avenue Metro station and United Medical Center Hospital, an improved transfer opportunity to National Harbor, the Congress Heights Metro station, and the Giant on Alabama Avenue SE in Congress Heights	• Maintained similar routing on Route C29 in the revised Visionary Network, except for routing adjustments in Garfield Heights and Congress Heights; maintained connections between Anacostia, Garfield Heights, Giant, Congress Heights, United Medical Center, and Southern Ave station on Route C29 • Maintained connections to Southern Ave station, United Medical Center (and St. Elizabeths Hospital, once open), Congress Heights, and the Congress Heights Giant on Route C29; maintained connection opportunities to National Harbor via Route P93 at Southern Ave station
DC226	Anacostia – Eastover	C17	Anacostia – Eastover via Bellevue	• Widespread support for this route	• Maintained routing on Route C17 in the revised Visionary Network

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DC300	Bethesda – Duke Ellington Bridge	--	--	• Strong opposition to loss of connection to Farragut Square on New Mexico Avenue, Cathedral Avenue, and Idaho Avenue, on the current Route N2 and Route N6 • Strong opposition in McLean Gardens and Woodley Park to the loss of a connection to Adams Morgan and U Street, like the current Route 96	• Route D96, new in the revised Visionary Network, will provide service between New Mexico Avenue NW and Farragut Square via Glover Park, Georgetown, and Dupont Circle. Route C85 provides a connection between Cathedral Avenue/Idaho Avenue and Foggy Bottom; Route C85 riders going to Farragut Square can transfer to Route D96 along New Mexico Avenue/Tunlaw Road or to Route D82/D8X on Wisconsin Avenue NW/Q Street NW • This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes. Route C55, new in the revised Visionary Network, will serve Wisconsin Avenue NW, Woodley Road NW, 29th Street NW, Calvert Street NW, 18th Street NW, and U Street, which maintains the McLean Gardens/Woodley Park connection to Adams Morgan and U Street on the existing Route 96

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DC301	Silver Spring – Fort Totten	C69	Silver Spring – Fort Totten	- Widespread support for the connection between the Fort Totten, Takoma, and Silver Spring Metro stations - Strong support for the connection between Fort Totten and the DC International School - Several comments from Shepherd Park residents expressing a desire to maintain their direct connection to downtown with-out transfers	- Maintained the connection between Fort Totten, Takoma, and Silver Spring on Route C69 in the revised Visionary Network - Maintained the connection between Fort Totten and the DC International School on Route C69 in the revised Visionary Network - Rerouted Route D62 to serve Alaska Avenue and Eastern Avenue, maintaining the connection between Shepherd Park and downtown DC on the existing Route S2
DC302	Fort Totten – Union Market	--	--	Several comments, mostly from Eckington residents, expressing that this route does not provide direct connections to major destinations and requesting this route provide service to points southward toward downtown	Eliminated DC302 due to connections made on other routes; Route D34 was extended to Metro Center via Eckington and New York Avenue, so Eckington residents will have a direct ride downtown
DC303	Foggy Bottom – Washington Hospital Center	C59	Potomac Park – Washington Hospital Center	- Widespread support for this route - Many comments expressing how difficult connecting from Foggy Bottom/ Dupont Circle to the U Street NW corridor currently is - Several comments opposing bus service on 1st Street NW - Many comments expressing a desire for more-frequent service on this route	- Maintained routing on Route C59 in the revised Visionary Network - Maintained the connection between Foggy Bottom/Dupont Circle and U Street NW on Route C59 in the revised Visionary Network - Maintained service on 1st Street NW due to activity generators and direct access to the WHC layover point in the revised Visionary Network - Improved frequency to 20 minutes all day in the revised Visionary Network

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DC304	Minnesota Avenue – Forestville	C37	Minnesota Ave Station – Forestville	Several comments suggesting this route go further north on Texas Avenue SE and Benning Road NE and cut across C Street NE to better serve Texas Avenue SE and Marshall Heights	Rerouted Route C37 to serve Alabama Avenue, E Street, and Texas Avenue; C Street NE is not suitable for bus service, but Marshall Heights is served by Route C22 on 51st Street SE/53rd Street SE and by Route C21 on Benning Road SE
DC305	Anacostia – United Medical Center	--	--	No comments on this route	This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes.
DC400	Blue Plains – Anacostia	--	--	Several comments requesting higher-frequency service on this route	This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes, including improved connections for Bellevue residents—who can connect to Anacostia via Route C17, which has a 15-minute frequency in the revised Visionary Network

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MARYLAND					
MD140	Montgomery Mall – Silver Spring	M70	Montgomery Mall – Silver Spring	- General support for this route and for service on East-West Highway - Several comments expressing a desire to make sure this route takes the Purple Line into account - A few comments requesting a stop at the Medical Center Metro station and more stops serving the Woodmont Triangle neighborhood in Bethesda	- Maintained routing on Route M70 in the revised Visionary Network - This route will be adjusted upon implementation of the Purple Line - Route M70 will serve Bethesda and continue along Old Georgetown Road, serving the west side of the Medical Center complex via Old Georgetown Road, though it will not serve the station directly; Route M70 riders going to Medical Center can transfer to the Red Line at Bethesda Metro station. Draft Visionary Network materials did not show specific stops but stops were added in the revised Visionary Network; their locations were based on existing stops. In selecting stop locations, Metro prioritized the ease of transfers to Metrorail and other bus routes. Route M70 will serve Woodmont Triangle stops along Old Georgetown Road

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MD141	Shady Grove – Silver Spring	M10, M20	Montgomery College- Rockville – Wheaton via Veirs Mill Rd, Wheaton – Silver Spring	- Strong support for high-frequency service, matching what the existing Q routes provide - A few comments expressing concerns regarding the reliability of running service on Veirs Mill Road - Several comments requesting specific stops and more crosswalks to enhance pedestrian safety - Many comments asking how this would route would interact with future Flash BRT service	- Improved frequency on Route M20 the revised Visionary Network; Route M1X is the limited-stop version of Route M10; Route M1X and Route M10 combined have the same frequency as was shown in the draft Visionary Network - Metro will continue to monitor and improve operations - Draft Visionary Network materials did not show specific stops but stops were added in the revised Visionary Network; their locations were based on existing stops. In selecting stop locations, Metro prioritized the ease of transfers to Metrorail and other bus routes. Metro supports Montgomery County's efforts to enhance pedestrian safety - Metro has been working and will continue to coordinate with Montgomery County to ensure these routes are designed with consideration for the Veirs Mill Road BRT
MD142	Olney – Bethesda	M22	Olney – Bethesda	Strong support for the new connections this route provides, particularly to Leisure World of Maryland and Bethesda	Maintained routing on Route M22 in the revised Visionary Network, including Leisure World and Bethesda connections
MD143	North Bethesda – Hyattsville Crossing	M12	North Bethesda – Hyattsville Crossing	Several comments requesting that the terminus stay at the Twinbrook Metro station	Maintained the North Bethesda terminus based on the future growth expected in North Bethesda

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MD144	Colesville – Fort Totten	M6X	Colesville – Fort Totten Limited	Mixed feedback—a few comments requesting an extension to the Glenmont Metro station, while others want to maintain the deviated route onto the FDA campus	Maintained the Colesville terminus because the connection between Glenmont and Colesville is already made on an east-west route; Route M6X customers going to Glenmont can transfer to the M4X at Randolph Road. Added a deviation onto the FDA campus at all times on Route M6X
MD145	Silver Spring – New Carrollton	P30	Silver Spring – New Carrollton	General support for this route	Maintained routing on Route P30 in the revised Visionary Network
MD146	Rhode Island Ave/ Brentwood – New Carrollton	P40	Rhode Island Ave Station – New Carrollton	A few comments requesting a bus route that continues on Rhode Island Avenue NE south of the Metro station	Maintained the terminus at the Rhode Island Ave station because another route runs the length of Rhode Island Avenue NE; riders who want to go further south can transfer to Route D32
MD147	New Carrollton – Suitland	P60	New Carrollton – Naylor Rd Station via Walker Mill	- General support for this route - A few comments expressing disappointment about the lost connection to Iverson Mall	- Maintained routing between New Carrollton and Suitland on Route P60 in the revised Visionary Network - Extended Route P60 to the Naylor Road Metro station to provide a connection to Iverson Mall
MD148	Eastover – Suitland	P93	National Harbor – Suitland	General support for this route	Maintained routing between Eastover and Suitland on Route P93 in the revised Visionary Network
MD149	Equestrian Center – Courthouse	P78	Upper Marlboro Loop	No comments specific to this route	N/A

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MD230	Germantown – Bethesda	--	--	- Mixed feedback on this route—a few comments expressing that this route is too similar to the existing Ride On Route 70, with others in support of more-frequent service from Germantown to the Metro Red Line - A few comments requesting increased service to the Germantown MARC station	The draft Visionary Network included visionary bus services in Montgomery County that are still under consideration; these routes are not shown in the revised Visionary Network. To learn more about these services, please visit https://www.montgomerycountymd.gov/DOT-Transit/reimagined/
MD231	Lakeforest Transit Center – Rockville	--	--	Several comments expressing that this route is very similar to existing Ride On routes (55 and exTRA 101) and proposed MD355 BRT service	The draft Visionary Network included visionary bus services in Montgomery County that are still under consideration; these routes are not shown in the revised Visionary Network. To learn more about these services, please visit https://www.montgomerycountymd.gov/DOT-Transit/reimagined/
MD232	Germantown – Lakeforest Transit Center	--	--	Several comments expressing that this route is very similar to existing Ride On routes (55 and exTRA 101) and proposed MD355 BRT service	The draft Visionary Network included visionary bus services in Montgomery County that are still under consideration; these routes are not shown in the revised Visionary Network. To learn more about these services, please visit https://www.montgomerycountymd.gov/DOT-Transit/reimagined/

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MD233	Columbia – Silver Spring	--	--	- General support for this route, especially the connection to Columbia and the Merriweather Post Pavilion - General opposition to discontinuing Route Z2 and Route Z7 service	The draft Visionary Network included visionary bus services in Montgomery County that are still under consideration; these routes are not shown in the revised Visionary Network. To learn more about these services, please visit https://www.montgomerycountymd.gov/DOT-Transit/reimagined/
MD240	Tysons Westpark – Bethesda	M90	Bethesda – Tysons Westpark	- Several comments requesting this route serve the Tysons Metro station - Several comments expressing concerns about buses getting caught in traffic congestion on this route	- Rerouted Route M90 along Tysons One Place and Chain Bridge Road to serve Tysons - Metro acknowledges there is congestion on the American Legion Bridge, but it is an important corridor to use to serve the connection between Tysons and Bethesda
MD241	North Bethesda – White Oak Medical Center	M44, M42	Glenmont – College Park, North Bethesda – Glenmont	Several comments requesting that this route be split at Glenmont, and the eastern portion extend to College Park (serving the senior center)	The MD241 was split into two routes at Glenmont: Route M44 serves Glenmont, Colesville, White Oak Medical Center, and College Park; Route M42 serves North Bethesda and Glenmont. Route M4X is a limited-stop route between Montgomery Mall and White Oak
MD242	Silver Spring – Laurel	M52	Silver Spring – Laurel	A few comments in opposition to the lack of service on Castle Boulevard and to the Briggs Chaney Park-and-Ride	Route M52 was rerouted to serve Castle Boulevard and the Briggs Chaney Park-and-Ride

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MD243	White Oak Medical Center – Fort Totten	M62	White Oak Medical Center – Fort Totten via New Hampshire Ave	- No comments specific to this route - Several comments requesting the FDA campus be better linked with the MD355/I-270 corridors	- N/A - Route M6X was rerouted to directly serve the FDA campus; Route M6X riders going to the MD355/I-270 corridors can transfer to Route M4X in Colesville
MD244	White Oak Medical Center – Fort Totten	P13	White Oak Medical Center – Fort Totten via Riggs Rd	- Strong support for better service to the White Oak Medical Center - Several comments requesting more frequent and reliable service for the Riggs Park neighborhood, comparable to the existing Route E4 on Chillum Rd NE	- Maintained the connection to White Oak Medical Center on Route P13 in the revised Visionary Network - Riggs Park is served by Route P32, which operates between Fort Totten and College Park via West Hyattsville, Hyattsville Crossing, and UMD every 30 minutes; this provides more-frequent service than the existing Route E4, which operates every 40 minutes
MD245	Fort Totten – College Park	P32	Fort Totten – College Park	General support for this route	Maintained connections on Route P32 in the revised Visionary Network; Route P32 was rerouted to serve Ager Road, West Hyattsville station, and Chillum Road
MD246	West Hyattsville – Greenbelt	P36	West Hyattsville – Greenbelt	A few comments requesting that Metro add stop along Metzerott Road to serve destinations along the route	Draft Visionary Network materials did not show specific stops but stops were added in the revised Visionary Network; their locations were based on existing stops. In selecting stop locations, Metro prioritized the ease of transfers to Metrorail and other bus routes. Route P36 will make stops on Metzerott Road

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MD247	Takoma Langley – New Carrollton	P31	Takoma Langley – New Carrollton	General support for this route	Route P31 routing remains similar to what was shown in the draft Visionary Network, except it was rerouted to serve the College Park Metro station and River Road
MD248	White Oak Medical Center – Hyattsville Crossing	P11	Greencastle – Hyattsville Crossing	Strong support for better service to the White Oak Medical Center	Maintained the connection to White Oak Medical Center on Route P11 in the revised Visionary Network
MD249	Rhode Island Ave- Brentwood – Greenbelt	P1X	Rhode Island Ave Station – Greenbelt Limited	- Several comments from residents of 42nd Avenue in Hyattsville Hills requesting a connection to the Red Line (like the existing Route 86 provides) - Strong support for not all Route 1 trips diverting to the College Park Metro station	- Route P10 was rerouted along Jefferson Street and 42nd Avenue through the Hyattsville Hills neighborhood to maintain the connection to the Red Line on the existing Route 86 - Maintained routing on Route P1X in the revised Visionary Network to stay on Route 1 rather than diverting to College Park
MD250	Rhode Island Ave- Brentwood – College Park	P10	Rhode Island Ave Station – College Park	Several comments from residents of 42nd Avenue in Hyattsville Hills requesting a connection to the Metro Red Line (like the existing Route 86 provides)	Route P10 was rerouted along Jefferson Street and 42nd Avenue through the Hyattsville Hills neighborhood to maintain the connection to the Red Line on the existing Route 86
MD251	Laurel – Greenbelt	P12	Greenbelt – Laurel	No comments specific to this route	N/A

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MD252	Mount Rainier – New Carrollton	P42	Takoma – New Carrollton	A few comments requesting a connection between Colmar and Fort Lincoln	Route P42 was extended to terminate at Takoma via Fort Lincoln to provide a connection between Colmar Manor and Fort Lincoln
MD253	Greenbelt – Deanwood	P14	Greenbelt – Deanwood	- General support for the improved level of service - A few comments from current TheBus Route 16 customers expressing concerns that this route will no longer take them to their desired destinations	- Maintained a 20-minute frequency on Route P14 in the revised Visionary Network - Route P22 provides the same connections as TheBus Route 16; Berwyn Heights residents can transfer to Route P22 at Greenbelt or Beltway Mall with a short walk
MD254	College Park – New Carrollton	--	--	General support for this route	This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes
MD255	College Park – Landover	--	--	General support for this route	This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes
MD256	Prince George's Hospital Center – Downtown Largo	P41	Capital Plaza – Downtown Largo	Feedback that the deviation into the former Prince George's Hospital Center is unnecessary	Route P41 was rerouted to terminate at Capital Plaza and no longer deviates into the former Prince George's Hospital Center due to the hospital relocation and closure of the facility

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MD257	New Carrollton -- Branch Avenue	P61	New Carrollton – Suitland	General support for this route	Route P61 was rerouted to terminate at Suitland instead of Branch Ave station, but the rest of the route was maintained in the revised Visionary Network
MD258	Stadium-Armory – Downtown Largo	P51	Stadium-Armory – Downtown Largo	- Widespread support for making this route 24/7 - Several comments requesting a diversion to the Morgan Boulevard Metro station as an alternative to using the Blue and Silver Lines - General support for added frequency along Central Avenue and at nearby Metro stations - A few comments concerned that East Capitol Street SE is now overserved	- Maintained 24/7 service in the revised Visionary Network - Route P51 was rerouted to serve Morgan Blvd station - Maintained improved frequency along Central Avenue, in addition to establishing the new Route P55 along Central Avenue - East Capitol Street is an important corridor connecting Washington, DC, and Mary-land, so the level of service was not reduced
MD259	Deanwood – Penn Mar Shopping Center	P62	Deanwood – Branch Avenue Station	General support for this route	Route P62 routing between Deanwood and Penn Mar was maintained in the revised Visionary Network, other than extending it to Branch Ave station
MD260	Addison Road – Penn Mar Shopping Center	P67	Addison Rd Station – Forestville	Feedback in support of increased frequency	Maintained 20-minute service on Route P67 in the revised Visionary Network

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MD261	Suitland – Westphalia	P66	Suitland – Westphalia	General support for this route	Routing on Route P66 remained the same in the revised Visionary Network, except for rerouting in Westphalia to use the future Presidential Parkway and serve Westphalia on the future road network
MD262	Capital Crossing Apartments – Suitland	P83	Naylor Rd Station – Capital Crossing Apartments	A few comments requesting higher-frequency service on this route	Decreased frequency to 20 minutes all day on Route P83; further analysis by Prince George's County determined that 15-minute service would be unproductive on this route, but the route was improved by connecting customers to places beyond just Suitland
MD263	King St-Old Town – Suitland	P94	King St-Old Town - Suitland	- Widespread support for this route - Strong support among existing Metrobus D12 riders for 24/7 service	- Maintained Route P94 routing in the re-revised Visionary Network, with an additional connection to National Harbor - Maintained 24/7 service on Route P94 in the revised Visionary Network
MD264	Oxon Hill – Suitland	P96	Oxon Hill – Suitland	- Mixed feedback on this route - Feedback in opposition to looping this route through Marlow Mall - Feedback requesting an additional connection to Iverson Mall	- Route P96 was rerouted to take Deer Park Heights to St Clair Drive to serve Marlow Heights Shopping Center without having to loop around - Route P96 was rerouted to serve Marlow Heights Shopping Center via St Clair Drive and 28th Avenue, then turns on Silver Hill Road to serve Iverson Street and The Shops at Iverson

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MD265	Southern Avenue – National Harbor	--	--	General support for this route	This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes
MD330	Potomac – Grosvenor-Strathmore	--	--	- Mixed feedback on this route—some comments expressing concern that splitting up the existing Route T2 would make trips from Potomac Village to Rockville longer, while others support the opportunity for faster connections to the Metro Red Line - A few comments expressing concerns that this route requires more walking and transfers	The draft Visionary Network included visionary bus services in Montgomery County that are still under consideration; these routes are not shown in the revised Visionary Network. To learn more about these services, please visit https://www.montgomerycountymd.gov/DOT-Transit/reimagined/
MD331	Rockville – North Bethesda	--	--	A few comments expressing concerns that this route requires more walking and transfers	The draft Visionary Network included visionary bus services in Montgomery County that are still under consideration; these routes are not shown in the revised Visionary Network. To learn more about these services, please visit https://www.montgomerycountymd.gov/DOT-Transit/reimagined/
MD332	Germantown – Silver Spring	--	--	- A few comments requesting increased service to the Germantown MARC station - A few comments expressing that this route is very similar to Ride On Route 70	The draft Visionary Network included visionary bus services in Montgomery County that are still under consideration; these routes are not shown in the revised Visionary Network. To learn more about these services, please visit https://www.montgomerycountymd.gov/DOT-Transit/reimagined/

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MD333	Clarksburg – Bethesda	--	--	Several comments expressing that this route is very similar to existing Ride On routes (Route 55 and exTRA 101) and proposed MD355 BRT service	The draft Visionary Network included visionary bus services in Montgomery County that are still under consideration; these routes are not shown in the revised Visionary Network. To learn more about these services, please visit https://www.montgomerycountymd.gov/DOT-Transit/reimagined/
MD334	Silver Spring – Calverton	--	--	A few comments requesting higher-frequency service on this route	The draft Visionary Network included visionary bus services in Montgomery County that are still under consideration; these routes are not shown in the revised Visionary Network. To learn more about these services, please visit https://www.montgomerycountymd.gov/DOT-Transit/reimagined/
MD340	Potomac – Silver Spring	M82	Twinbrook – Friendship Heights	- General support for the creation of a cross-county connection to Silver Spring - General opposition to breaking up the existing Route T2	- Route M82 was rerouted to serve Twinbrook to Friendship Heights via Falls Road and River Road due to comments expressing opposition to breaking up the existing Route T2; there is no longer a connection between Potomac and Silver Spring - Route M82 was rerouted to follow a more similar routing to the existing Route T2, except it terminates at Twinbrook rather than Rockville

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MD341	Leisure World – Friendship Heights	--	--	• General support for the extension to Leisure World • Several comments expressing concern about redundancy with existing Ride On routes	• This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes, but Leisure World will continue to be served by Route M22, which provides connections to Bethesda, Wheaton, Glenmont, and Olney • This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes and due to redundancy with existing Ride On routes
MD342	Takoma – Capitol Heights	P43	Takoma Langley – Addison Rd Station	• Widespread support for this route • Several comments requesting higher-frequency service on this route	• Route P43 was rerouted to end at Takoma Langley instead of Takoma; east of West Hyattsville, the route remains the same as in the draft Visionary Network except for serving Hospital Drive and Tuxedo Road in Cheverly instead of Cheverly Avenue, and it ends at Addison Road instead of Capitol Heights. Route P42, with a new extension in the revised Visionary Network, will serve Mount Rainier, Chillum, and Eastern Avenue NE • Route P43 will operate every 20 minutes all day, an improvement over the 30-minute frequency shown in the draft Visionary Network

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MD343	Brookland/ CUA – Hyattsville Crossing	P33	Brookland – Hyattsville Crossing	Many comments, including from the Hyattsville City Council, requesting higher-frequency service on this route	Route P33 will operate every 20 minutes all day, an improvement over the 30-minute frequency shown in the draft Visionary Network
MD344	Highview – Cheverly	--	--	Feedback requesting to maintain a connection between Langley Park and West Hyattsville	This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes; Route P43 connects Langley Park with West Hyattsville
MD345	White Oak Medical Center – College Park	M56	White Oak Medical Center – College Park	No comments specific to this route	N/A
MD346	White Oak/ FDA – Laurel	P15	White Oak/ FDA – Laurel	Some comments requesting a connection between Lockwood Drive and Stuart Lane and downtown Silver Spring (similar to the existing Route Z6) and between downtown Silver Spring and Industrial Parkway	Route M52 was rerouted in the revised Visionary Network to provide the Lockwood Drive and Stuart Lane communities with a connection to downtown Silver Spring and Industrial Parkway
MD347	Laurel – Bowie	P16	Laurel – Bowie	General support for this route, particularly the connection between Laurel and Bowie	Maintained routing on Route P16 in the revised Visionary Network, except for minor routing changes in Laurel
MD348	Cherry Hill – Glenn Dale	P46	College Park – New Carrollton	Some comments requesting a direct connection between Greenbelt, Glenn Dale, and New Carrollton (like the existing Route G14 provides)	Route P20 was rerouted in the revised Visionary Network to provide Glenn Dale with direct connections to both Greenbelt and New Carrollton

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MD349	New Carrollton – Bowie State	P24	New Carrollton – Bowie State via Glenn Dale	- Strong opposition to this route not providing a connection to the New Carrollton Metro station - Several comments expressing a desire for this route to more directly serve the new Goddard Space Flight Center main gate	- Routes P20 and P24 were rerouted in the revised Visionary Network to provide Glenn Dale with connections to New Carrollton - Route P26 will provide peak service between Greenbelt, the Goodard Space Flight Center main gate, and New Carrollton in the revised Visionary Network
MD350	Greenbelt – New Carrollton	P21, P22	Greenbelt – New Carrollton via Hanover Pkwy, Greenbelt – Cheverly	- Many comments regarding circulation around Greenbelt, including too much service on Hanover Parkway - Strong opposition to the proposed shifting of service from Westway, where it currently runs, to the low-density Southway; strong support for shifting the service back to Westway	- In the revised Visionary Network, Route P21 will be the only route to serve Hanover Parkway and Mandan Road; routes P20, P25, and P26 will stay on Greenbelt Road - In the revised Visionary Network, all the routes serving Historic Greenbelt (routes P20, P21, P25) will serve Westway
MD351	Greenbelt – New Carrollton	P20	Greenbelt – New Carrollton via Greenbelt Rd	- Strong opposition to the proposed shifting of service from Westway, where it currently operates, to the low-density Southway; strong support for shifting the service back to Westway - Several comments about the desire for higher-frequency service (with many commenting about bus crowding) in Greenbelt	- In the revised Visionary Network, all the routes serving Historic Greenbelt (routes P20, P21, P25) will serve Westway - In the revised Visionary Network, two 20-minute routes and one 30-minute route will serve Greenbelt; this is an improvement over the existing network, which sees three 30-minute routes in the peak (and less-frequent service outside of the peak)
MD354	New Carrollton – Bowie State	P71	New Carrollton – Bowie State via Laurel-Bowie Rd	No comments specific to this route	N/A

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MD355	Downtown Largo – Bowie	P72	Downtown Largo – Bowie	Several comments from current Route C21 customers expressing that this is a useful route for accessing Prince George's Community College (PGCC)	Route P72 routing was maintained in the revised Visionary Network, with new additions of service to Mitchellville and Bowie Health Center
MD356	Downtown Largo – Collington	P73	Downtown Largo – Collington	Strong support from current Route C21/ C22 customers for the connection to Amazon	Route P73 routing was maintained in the revised Visionary Network, including service to Amazon, except that a diversion to Mitchellville was added to Route P72
MD357	New Carrollton – Upper Marlboro	P53	New Carrollton – Upper Marlboro	- Strong support for the connection to Upper Marlboro - A few comments suggesting splitting this route in two, including feedback suggesting splitting the route at Largo	- Route P53 maintains connections between New Carrollton, Glenarden, Downtown Largo, Kettering, and Upper Marlboro, as presented in the draft Visionary Network - Route P53 remained one route to maintain the direct ride between New Carrollton and Upper Marlboro on the existing TheBus Route 21
MD358	Landover – Downtown Largo	P52	Landover – Downtown Largo	Feedback suggesting that this route be realigned in Palmer Park because of too much service on Greenleaf Road	Service was consolidated on Greenleaf Road in Palmer Park so customers who can take multiple bus routes (for example, someone going to Downtown Largo) only has to wait at one bus stop instead of checking which bus is coming first at different stop locations

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MD359	Cheverly – New Carrollton	P44	Cheverly – New Carrollton	Several comments suggesting running this route to Palmer Park	Route P44 has a similar alignment to what was presented in the draft Visionary Net-work. Palmer Park residents can take Route P63 to New Carrollton and routes P41 or P52 to Landover or Dodge Park; If a Palmer Park resident wants to go to Cheverly, they can transfer to routes P43 or P44 at Columbia Park, or transfer via rail
MD360	Cheverly – Downtown Largo	P54, P55	Cheverly – Addison Rd Station, Addison Rd Station – Downtown Largo	- Strong support for better access to the Prince George's Sports and Learning Complex - General opposition to changes to TheBus Route 23 and the loss of the Addison Road connection	- Routes P54 and P52 will serve the Prince George's Sports and Learning Complex - Route P54 was rerouted to maintain the Addison Road connection; this realigned Route P54 follows almost the same routing as TheBus Route 23, except the diversion onto Walker Mill Drive was added to the new Route P55
MD361	Woodmore Towne Centre – PGCC	P57	Woodmore Towne Centre – Prince George's Community College	Some comments from current Route C21 riders in support of the connection between Downtown Largo, Largo Town Center, and Largo High School	Route P57 routing was maintained in the revised Visionary Network, including the connections between Downtown Largo, Largo Town Center, and Largo High School
MD362	Addison Road – Downtown Largo	P56	Morgan Blvd Station – Downtown Largo	No comments specific to this route	N/A

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MD363	New Carrollton – Naylor Road	P63	New Carrollton – Naylor Rd Station via Capitol Heights	General support for increased frequency and the connection to the Naylor Road Metro station	Maintained the frequency on Route P63 the revised Visionary Network (except from 5:00–6:00 a.m. on Saturdays) and maintained the connection to Naylor Rd Station
MD364	Addison Road – Penn Mar Shopping Center	P64	Suitland – Downtown Largo	A few comments about the routing being circuitous	Rerouted Route P64 to end at Downtown Largo instead of Addison Rd Station to make the route less circuitous
MD365	Capitol Heights – Forestville	P65	Capitol Heights - Forestville	No comments specific to this route	N/A
MD366	Suitland – Penn Mar Shopping Center	--	--	- General support for this route - A few comments suggesting wholly different routes instead - Feedback suggesting Penn Mar is overserved	- This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes - In the revised Visionary Network, six routes will serve Penn Mar: routes C37, P62, P64, P65, P66, and P67; while this represents a decrease since the draft Visionary Network—which included seven routes serving Penn Mar—it is important to connect Penn Mar with multiple different communities for retail and job opportunities
MD367	Suitland – Broad Creek	P87	Suitland – Oxon Hill	General support this route, especially the connection to Suitland	Maintained the connection between Suitland and Oxon Hill on Route P87

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MD368	Suitland – Upper Marlboro	P76	Suitland – Upper Marlboro	- General support for a shorter route that connects to Suitland (rather than to the Blue/Silver Lines) - Feedback in opposition to the loss of service to Melwood Mall on Marlboro Pike	- Maintained routing on Route P76 in the revised Visionary Network, including the connection to Suitland - Route P79 will serve Melwood Mall in the revised Visionary Network; this route provides connections between Upper Marlboro, Rosaryville, Melwood Mall, and Branch Avenue
MD369	Villages of Marlborough – Upper Marlboro	P77	Marlboro Village - Marlboro Meadows	No comments specific to this route	N/A
MD370	Meadows – Upper Marlboro via Rosaryville	P79	Branch Ave Station - Upper Marlboro	A few comments expressing that this route is too meandering and doesn't serve any major destinations and suggesting this route end at a Metro station or other major activity center instead	Route P79 was extended to Branch Avenue in the revised Visionary Network to improve connection opportunities
MD371	Branch Avenue – Southern Maryland Hospital Center	P85	Branch Ave Station – Southern Maryland Hospital Center	General support for additional (Sunday) service and better access to the Southern Maryland Hospital Center	Maintained routing on Route P85 and Sunday service in the revised Visionary Network
MD372	Naylor Road – Branch Avenue	--	--	General support for this route	This route is not included in the revised Visionary Network. Metro has elected to allot its limited resources to improving connections on other routes

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MD373	Naylor Road – County Southern Regional Complex	P98	Naylor Rd Station – County Southern Regional Complex	General support for this route	Maintained routing on Route P98 in the revised Visionary Network
MD374	Naylor Road – Clinton	P86	Naylor Rd Station – Clinton	Widespread support for this route, including connections from Branchwood Towers Apartments to Naylor Road	Maintained routing on Route P86 in the revised Visionary Network, including the connection between Branchwood Towers and Naylor Rd station, except that it was rerouted in Oxon Run Hills to serve Iverson Mall
MD375	Southern Avenue – Branch Avenue	P88	Southern Ave Station – Branch Ave Station	General support for this route	The routing on Route P88 was maintained in the revised Visionary Network, except that it was rerouted to serve Marlow Heights and Temple Hills instead of Phelps Corner
MD376	Southern Avenue – Friendly	P95	Southern Ave Station – Friendly	General support for this route, especially the increased level of service	Maintained routing and level of service on Route P95 in the revised Visionary Network
MD377	Southern Avenue – Fort Washington	P97	Southern Ave Station – Fort Washington	General support for this route, especially the all-day connection to Fort Washington	Maintained connection between Southern Ave station, Glassmanor, Oxon Hill, and Fort Washington, as presented in the draft Visionary Network; maintained all-day service, with an increase of frequency during peak periods in the revised Visionary Network

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MD378	Branch Avenue – Waldorf	P84	Branch Ave Station – Waldorf	General support for this route, especially the connection to Waldorf and vice versa	Maintained routing on Route P84 in the revised Visionary Network, except that it was rerouted to serve Old Branch Avenue in Clinton instead of Branch Avenue
MD440	Greenbelt – New Carrollton	P26	Greenbelt – New Carrollton via Cipriano Rd	A few comments requesting all-day service on this route, with additional stops including the Beltway Plaza and Eleanor Roosevelt High School	Maintained peak-only service on Route P26; Route P20 operates all day from Greenbelt to New Carrollton with stops at Beltway Plaza and Eleanor Roosevelt High School
MD441	Accokeek – Southern Avenue	P99	Accokeek - Southern Ave Station	A few comments requesting to extend this route further along Indian Head Highway into western Charles County, similar to the former Route W19	Maintained the terminus at Accokeek in the revised Visionary Network based upon identified demand

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VIRGINIA					
VA180	Tysons Westpark – King St-Old Town	F20	Tysons Westpark - King St- Old Town	- Several comments requesting that late-night service from IAD connect to DC instead of Alexandria - Several comments requesting more service to downtown Washington, DC - Several comments from existing Route 8W riders requesting service on Taney Avenue	- In the revised Visionary Network, Route F59 will provide overnight service between IAD and L'Enfant Plaza with stops in Tysons and Ballston - Route A58, which provides service between Seven Corners and Farragut Square, is the only all-day route that crosses the bridge to Washington, DC. Route A40 will continue to L'Enfant Plaza from Columbia Pike and National Landing when Metrorail is closed; other routes end at Metro stations for quick transfers to Washington, DC; there also are multiple commuter routes that provide connections into Washington, DC, during the peak periods - Residents along Taney Avenue are within a ½ mile of Route F20 (which provides service along Route VA7 between Alexandria and Tysons) on N Jordan Street or commuter routes A27, A28, and A29 on Van Dorn Street (which provide two options for the Pentagon and one for Metro Center in downtown Washington, DC)

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VA181	Van Dorn St – Pentagon	A2X	Van Dorn St Station – Pentagon via West End Transitway Limited	- Many comments opposing the lack of access to Shirlington and North Fairlington - Several comments suggesting adding two stops (S Walter Reed Drive/S Wakefield Street and S Walter Reed Drive/King Street) toward downtown Shirlington from the former Route 7C to this route	- Route A2X is based on the plans for the West End Transitway bus rapid transit (BRT) route, which are still being finalized and is intended to be limited-stop; Route A2X will serve the Shirlington bus station, Arlington Mill Drive and S Taylor Street, and N Beauregard Street and King Street. Route A27 also operates between Van Dorn Street and the Pentagon and serves more local stops in Shirlington and North Fairlington - Draft Visionary Network materials did not show specific stops but stops were added in the revised Visionary Network; their locations were based on existing stops. In selecting stop locations, Metro prioritized the ease of transfers to Metrorail and other bus routes. Route A2X will serve N Beauregard Street and King Street
VA182	Pentagon – Huntington	A1X	Pentagon – Huntington via Potomac Yard Transitway Limited	- General support for this route - Several comments expressing a desire to extend this route into Washington, DC, and connecting it with L'Enfant Plaza	- Maintained routing on Route A1X in the revised Visionary Network - Maintained the Pentagon as the terminus of Route A1X in the revised Visionary Network; riders traveling to Washington, DC, can transfer to Metrorail
VA183	King St-Old Town – Fort Belvoir	F10	King St-Old Town Station – Fort Belvoir	Several comments noting the similarities between this route and the Richmond Highway bus rapid transit (BRT) route	Route F10 is the limited-stop Richmond Highway BRT route in the revised Visionary Network

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VA184	Culmore – Crystal City	A40	Skyline City – National Landing	• General support for this route • A few comments suggesting the routing around Skyline Towers is an unnecessary deviation • A few comments suggesting having this route mirror the discontinued Route 16C • A few comments requesting an extension of late-night service into Washington, DC, instead of Crystal City	• Maintained similar routing on Route A40 in the revised Visionary Network, except it terminates at Skyline City instead of Culmore • Terminated Route A40 at Skyline City to straighten the route and added Route A29, which provides direct commuter service from Culmore to Columbia Pike and Metro Center • Service within Culmore is now being provided by: Route A49, which is a commuter route to Metro Center in downtown Washington, DC; Route F66, which connects to Shirlington, the Pentagon, and Pentagon City (off-peak); and Route F26, which connects to Northern Virginia Community College's (NVCC's) Annandale Campus and Seven Corners • This route now has a late-night extension to L'Enfant Plaza when Metrorail is closed
VA280	Dunn Loring-Merrifield – Rosslyn	F62	Dunn Loring – Rosslyn	• Several comments requesting reconsideration of the routing on N Henderson Road	• Rerouted Route F62 to serve N Henderson Road like the existing Route 4B
VA281	GMU – Ballston-MU	F50	George Mason – Ballston	• General support for the connection to Ballston and GMU's Fairfax Campus	• Maintained routing on Route F50 in the revised Visionary Network, including the connection between Ballston and GMU's Fairfax Campus

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VA282	Fair Oaks – Ballston-MU	F60	Fair Oaks – Ballston	General support for the connection to Ballston	Maintained routing on Route F60 in the revised Visionary Network, except for circulation around Fair Oaks, including the connection between Fair Oaks and Ballston
VA283	Seven Corners Transit Center – Farragut Square	A58	Seven Corners – Farragut Square	General opposition to losing service on Washington Boulevard between N Glebe Road and Wilson Boulevard	Rerouted Route A58 to serve Washington Boulevard between N Glebe Road and Wilson Boulevard
VA284	Vienna/ Fairfax – GMU Loop	--	--	Strong support for the increased connectivity, including to GMU and the Vienna/Fairfax-GMU Metro station	Recommendations for CUE routes will be considered for inclusion in the agency's next Transit Development Plan
VA285	Fair Oaks – Vienna/ Fairfax	--	--	- Several comments expressing that this route should be renamed as it does not make it to Fair Oaks proper - Strong support for the increased connectivity, including to GMU's Fairfax Campus and the Vienna/Fairfax-GMU Metro station	Recommendations for CUE routes will be considered for inclusion in the agency's next Transit Development Plan
VA286	Clarendon – Mark Center	A76	Rosslyn – Mark Center	General support for this route	Maintained similar routing on Route A76 in the revised Visionary Network, except it was extended to terminate at Rosslyn

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VA287	Ballston-MU – Hunting Point	A12	Ballston – Hunting Point	• Strong support for running this route onto the Metroway transitway • Mixed feedback on removing the existing connection to Shirlington • Some comments expressed interest in having more frequent and direct service along Glebe Road in Arlington • Some comments from stakeholders in opposition to the lack of service on W Glebe Road in Alexandria	• Route A12 was rerouted to serve Del Ray via Mt. Vernon Avenue instead of Potomac Yard, so it will no longer use the Metroway transitway • Route A12 was rerouted to serve Shirlington • Route A70 was extended to serve Glebe Road in Arlington and S Glebe Road in Alexandria • Metrobus service is focused on S Glebe Road to avoid redundancy with DASH service on W Glebe Road
VA288	Pentagon – Braddock	A11	Pentagon – Huntington via Mt Vernon Ave	• Many comments requesting higher-frequency service along this route • Some comments expressing opposition to losing the connection between Huntington and Del Ray	• Routes A11 and A12 will both have a 30-minute frequency, which gives Mount Vernon Avenue a 15-minute effective frequency on Metrobus, not including DASH service • Route A11 was extended to Huntington to maintain the connection between Huntington and Del Ray on the existing Route 10A
VA289	Van Dorn Street – Pentagon	A27	Van Dorn St Station – Pentagon via North Fairlington	• Many comments requesting higher-frequency service on this route, with an emphasis on peak hours	• Maintained 20-minute service on Route A27 in the revised Visionary Network, but this service is supplemented by the high-frequency Route A2X, which operates between Van Dorn St station and the Pentagon via N Beauregard St, Mark Center, and Shirlington
VA290	Fair Oaks – Pentagon	F22	Fair Oaks – Pentagon	• A few comments requesting that this route be extended to Fair Oaks Mall	• Route F22 was extended to Fair Oaks Mall in the revised Visionary Network

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VA291	GMU – King St-Old Town	F23	George Mason – King St-Old Town	- A few comments requesting a direct stop in front of the Courthouse - A few comments requesting access to the Vienna/Fairfax-GMU Metro station on this route to avoid needing to transfer - A few comments expressing a desire for this route to run more frequently—as much as 24 hours a day, or at least longer on the weekends	- Maintained Route F23 service on University Drive, one block away from the Courthouse - Route F24, which has the same routing as Route F23 between King St station and Pickett Road, terminates at Vienna - Maintained hours of service on routes F23 and F24 in the revised Visionary Network
VA380	Tysons Corner Center – Ballston-MU	A70	Tysons Corner Center – Potomac Yard	General opposition to removing the connection to Shirlington	Route A12 provides Shirlington with connections to Ballston, Del Ray, Old Town Alexandria, and Hunting Point; Route A71 provides Shirlington with connections to Ballston and King St station
VA381	Tysons Westpark – GMU	F64	George Mason – McLean	- General support for the service on Route 123, connecting GMU's Fairfax Campus to Tysons - A few comments requesting a connection to McLean	- Route F64 was rerouted to serve Jermantown Road instead of Chain Bridge Road, but maintains the connection between GMU's Fairfax Campus and Tysons - Route F64 was rerouted to terminate at McLean
VA382	Fair Oaks – Dunn Loring-Merrifield	--	--	- General support for this route - A few comments requesting this route continue to serve Blake Lane, noting there's too much traffic on Chain Bridge Road	- This route is not included in the revised Visionary Network to improve connections on other routes - Route F64, which operates from McLean to GMU, will serve Blake Lane

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VA383	East Falls Church – Pentagon	A68	East Falls Church – Pentagon	- General support for this route, including new connections to Seven Corners - Several comments expressing a desire for more connections to Washington, DC	- Maintained routing on Route A68 in the revised Visionary Network - Maintained the Pentagon as the terminus of Route A68 in the revised Visionary Network; riders traveling to Washington, DC, can transfer to Metrorail
VA384	NVCC Annandale – East Falls Church	F26	NVCC Annandale – Seven Corners	A few comments requesting higher-frequency service on this route and a different terminus (rather than the East Falls Church Metro station)	Maintained 30-minute service on Route F26; terminated the route at Seven Corners instead of East Falls Church
VA385	Ballston – Pentagon via South Fairlington	A71	Ballston – King St Station-Old Town	A few comments requesting higher-frequency service on this route	Maintained 30-minute service on Route A71
VA386	Culmore – Pentagon	F66	Culmore – Pentagon	- Several comments expressing that the routing is too indirect, making it inefficient, and a desire for more direct service from Shirlington and South Fairlington to the Pentagon - Strong support for higher-frequency service during peak periods	- Rerouted Route F66 to create a more-direct service from Shirlington, South Fairlington, and Parkfairfax to the Pentagon - Maintained 30-minute peak period frequency on Route F66
VA387	Annandale – Pentagon	F44	Annandale – Pentagon via Columbia Pk	- Widespread support for this route - Several comments requesting an increase in frequency to 15-minute service	- Maintained routing on Route F44 in the revised Visionary Network - Maintained 30-minute frequency on Route F44

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VA388	Burke – Pentagon	F83	Orange Hunt – Pentagon	Feedback requesting a connection to the Springfield park-and-ride	Route F83 serves Old Keene Mill Road to Commerce Street, a short walk away from the new park-and-ride. Route F81 and Route F88 will serve it directly
VA389	King St- Alexandria – National Harbor	--	--	General support for this route and for increased service to National Harbor	Merged this route with a Maryland route to become Route P94, operating between King St station and Suitland every 15 minutes all day with 24/7 service in the revised Visionary Network
VA480	Bailey's Crossroads – Metro Center	A49	Culmore – Metro Center	- Strong support for the connection between Bailey's Crossroads and Washington, DC - Several comments requesting all-day service	- Maintained service between Bailey's Cross-roads and Washington, DC, on Route A49 in the revised Visionary Network with an extension to Culmore - Maintained commuter service on Route A49
VA481	Mount Vernon – Foggy Bottom	F19	Mount Vernon – Potomac Park	Several comments requesting service to Gravelly Point	Gravelly Point is difficult to access due to its one-way-only entrance on the George Washington Memorial Parkway; the parkway does not have pedestrian infrastructure suitable for bus service, such as crosswalks

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VA482	Annandale – Pentagon	F85	Annandale – Pentagon via Little River Tpke	A few comments requesting more routes be extended into Washington, DC	Route A58, which provides service between Seven Corners and Farragut Square, is the only all-day route that crosses the river to Washington, DC; routes A29, A49, and F19 provide peak-period commuter connections into Washington, DC; and Route A40 serves Washington, DC, during the late-night period; other routes end at Metro stations for quick transfers to Washington, DC
VA483	Burke Centre – Pentagon	F81	Burke Centre – Pentagon	Feedback requesting this be a high-frequency route that serves Burke Lake Road	Improved frequency to 15 minutes in the peak direction on Route F81; Route F22 serves Burke Lake Road north of Lake Braddock Drive
VA484	Kings Park – Pentagon	F28	Kings Park – Pentagon	A few comments requesting service to the Burke Centre Virginia Railway Express (VRE) station	The Burke Center VRE station has challenging roadway conditions and no operator restroom, which makes it an insufficient terminal location
VA485	GMU – Pentagon	F29	George Mason – Pentagon	A few comments requesting more routes be extended into Washington, DC	Route A58, which provides service between Seven Corners and Farragut Square, is the only all-day route that crosses the river to Washington, DC; routes A29, A49, and F19 provide peak-period commuter connections into Washington, DC; and Route A40 serves Washington, DC, during the late-night period; other routes end at Metro stations for quick transfers to Washington, DC

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VA486	Landmark Mall – Pentagon	A28	Landmark – Pentagon	No comments specific to this route	N/A
VA487	Van Dorn – Pentagon	A29	Van Dorn St Station – Metro Center Limited	- Feedback in support of additional service on N Beauregard Street - Feedback expressing this route is too similar to the DASH 35 route	- Maintained routing on Beauregard Avenue on Route A29 in the revised Visionary Network - Route A29 provides new connections that are not served on the DASH 35 route, such as service to Shirlington and to Metro Center
VA488	Franconia- Springfield – National Harbor	F88	Springfield - National Harbor	- Several comments requesting all-day service on this route - A few comments requesting this route connect to King Street in Alexandria	- Improved service on Route F88 to 20 minutes all day in the revised Visionary Network - Maintained routing on Route F88 in the re-vised Visionary Network; Route P94 connects King St station with National Harbor; Route F88 riders going to King St station can transfer to Route P94 in National Harbor or transfer to Metro at Huntington