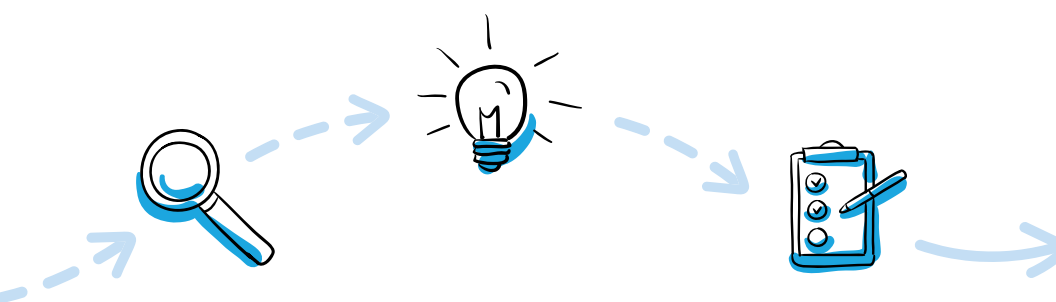




Network Redesign

Proposed 2025 Network Comment
and Response Summary



Route-Level Comment Summaries and Responses

In summer 2024, Metro shared the **proposed 2025 Network** and interacted with thousands of customers, community members, advocates, bus operators, and elected officials. Within the public comment period of May 13 to July 15, 2024, we received **more than 13,000 comments** on the proposed 2025 Network.

Comments were received through public hearing testimony, survey, written comments via the website, bus operations comments, document uploads, and the project's "Comment on Your Route" interactive map tool.

This document summarizes what we heard from customers and stakeholders on the proposed 2025 Network during the public comment period, by route, as well as the changes that Metro has made to the 2025 Network based on this input.

In addition to changes to routing and service levels, changes were made to several route numbers to more clearly identify a corridor's main service (routes ending with a '0'), more clearly align route names for routes that serve the same corridor or destination, or to more clearly indicate that a route is limited stop (routes ending with a 'X').

The 2025 Better Bus Network was designed to create a more frequent, reliable network within Metro's existing resources that better connects the customers to the places they want to go. But you told us you want more frequent, more hours of operation, and new connections and we agree! **Our Visionary Network includes expanded frequency, daily hours, days of week, and connections to truly meet the needs of customers, residents, businesses, and the region.** As resources become available, Metro will use the Visionary Network to identify the next investments to grow bus service in the DMV.

Note: 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.



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Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
DISTRICT OF COLUMBIA					
C11	C11	S Capitol St	A8, A4, P6 TheBus 35	• General support for this route, particularly the new direct connection between DC and National Harbor • Many comments from residents in Anacostia requesting to maintain connections served by the existing Route P6 between Anacostia and downtown DC, N Capitol Street and Rhode Island Avenue NE • Strong opposition in Southwest Waterfront to the loss of service on I Street SW and 4th Street SW • Several comments expressing need for service to replace Circulator service along M Street	• No planned changes to routing or service levels • See Route C55 for additional changes that address comment(s) on this route
C13	C13	MLK Av- Washington Highlands	A6, A7, A2	• Strong support for this route's frequency and 24/7 service	• No planned changes to routing or service levels

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C15	C15	MLK Av- Southern Av	A2, B2, A6, A7, A8	General support for this route, particularly the new direct connection between Potomac Ave Station and Congress Heights and Southern Ave stations	No planned changes to routing or service levels
C17	C17	MLK Av- Bellevue	A4, A2, W2, W3	A few comments expressing concern about the circuitry of the route, especially the proposed loop along Mellon Street SE, Newcomb Street SE, 2nd Street SE, Orange Street SE in the middle of the route	No planned changes to routing or service levels
C21	C21	Alabama Av- Benning Rd	W4, V7	General support for this route	No planned changes to routing or service levels
C22	C37	Lincoln Hts- Potomac Av	M6, U5, U6	- General support for this route's connection to Potomac Ave Station - Several comments expressing concern about the elimination of bus stops along Alabama Avenue SE and a few comments requesting installation of a new stop at Alabama Avenue SE and 41st Street SE - A few comments suggest connecting to the Green Line (extending to Navy Yard or going South to Naylor Road), noting that riders can use the connections to Minnesota Ave or Benning Road stations to take Metrorail to Potomac Ave Station	- No planned changes to routing or service levels - Changed route number to better connect this route to nearby routes serving Minnesota Ave Station

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C23	C23	Alabama Av- Division Av	W4, W6, W8, V7	- General support for this route - Several comments from Deanwood residents requesting higher-frequency service on this, with a few comments requesting the frequency matches that of the existing Route W4 - A few comments requesting that 24/7 is maintained on this route, particularly along Division Avenue NE, like the existing Route W4	Reduced late-night operating hours
C25	C25	Pomeroy Rd-Skyland	W6, W8	- Strong support for increasing frequency on this route given that customers along this route are currently served by a Circulator route with 10-minute frequency - Several comments requesting longer hours of service on this route (until 1:00 a.m. or 3:00 a.m.) - Several comments suggesting this route be extended to Eastern Market	Revised service levels of this route based on addition of the new Route C26. C25/C26 will provide a 15-min frequency on their combined sections. C25 will have a 30-min frequency on the Pomeroy Road SE segment
C25	C26	Stanton Rd- Skyland	W6, W8	- Strong support for increasing frequency on this route given that customers along this route are currently served by a Circulator route with 10-minute frequency - Several comments requesting longer hours of service on this route (until 1:00 a.m. or 3:00 a.m.) - Many comments suggesting this route be extended to Eastern Market	- Added a new route with a similar alignment to the C25, but that serves Stanton Road SE. C25/C26 will provide a 15-min frequency on their combined sections. C26 will have a 30-min frequency on the Stanton Road SE segment - This new route has a new route number to provide greater clarity to customers about which bus to take to reach Stanton Road SE and which to take to reach Pomeroy Road SE

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C27	C27	Congress Hts-Naylor Rd	W1, A6, A7	- Many comments requesting the restoration of direct service between Anacostia Station and Joint Base Anacostia-Bolling, Naval Research Lab, and the Blue Plains Treatment Plant Route, provided by the existing Route W5, with several comments noting that it will take much longer to get from Metrorail to Joint Base Anacostia-Bolling, the Naval Research Lab, and the Blue Plains Treatment Plant compared to current service - Strong concern about the circuitry of the route	- Reduced late night operating hours - Route provides critical connections to neighborhoods unserved by transit. Will be coordinating with DDOT on improvements to the roads and intersections to keep the bus on-time and reliable
C29	C29	Anacostia- Southern Av	W2, W3	- General support for this route, especially the connection it provides to United Medical Center and Giant - Feedback expressing concern about the loop this route would serve south of Congress Heights	Increased operating hours on weekends
C31	C31	Minnesota Av	V2, V4	- Strong opposition to the loss of a direct connection between the Fairlawn, Randle Highlands, and Twining neighborhoods east of Anacostia Station and Potomac Ave Station, though a few comments support the new direct connection between these neighborhoods and Navy Yard - Several comments expressing concern about the loss of a direct connection between Navy Yard Station and Potomac Ave Station	- No planned changes to routing or service levels - Maintaining the C31 alignment as originally proposed provides more reliable and consistent service along the Minnesota Avenue corridor - Connections are possible with frequent service on D1X and D10 to Potomac Ave Station and other destinations via the Sousa Bridge/Pennsylvania Avenue SE

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C33	C33	Sheriff Rd	U4	• Several comments expressing a preference for a more direct connection from River Terrace to Stadium-Armory and Hill East • Several comments suggesting elimination of some stops in Deanwood, with several comments suggesting these stops should be served by a separate route to make this route more efficient	• Adjusted routing and service levels to match existing Metrobus Route U4 routing, frequency, and operating hours
C35	C35	Mayfair-Hillcrest	U7	• General support for this route	• Adjusted routing and service levels such that trips will extend to Naylor Rd during weekday rush period only • Adjusted routing on southern end of route will match existing Metrobus Route U7

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C41	C41	Bladensburg Rd	B2	- Many comments requesting to retain service on Bladensburg Road NE between Maryland Avenue NE and 17th Street NE, provided by the existing Route B2 - Widespread opposition from residents of 18th Street NE to operating bus service on this street - Many comments requesting to retain service on 14th Street NE and 15th Street NE and expressing concern about the gap in bus service in Capitol Hill East caused by shifting this route east (17th Street and 19th Street) and the elimination of the existing Route 96 - Many comments expressing concern about the loss of a direct connection between the Fairlawn, Randle Highlands, and Twining neighborhoods east of Anacostia Station and Stadium-Armory, H Street NE, and Potomac Ave Station, provided by the existing B2	- Adjusted alignment to retain service on Bladensburg Road NE between Maryland Avenue NE and 17th Street NE - Adjusted routing between Potomac Ave SE and Bladensburg Ave NE to follow existing Metrobus Route B2 alignment along 14th/15th Street NE and remove service from 18th Street SE - Adjusted routing such that every other trip ends at Mt. Rainier, seven days a week
C43	C43	Maryland Av	X8	- Widespread opposition to the loss of service in Carver/Langston outside of rush hour provided by the existing Route X8 - Strong opposition to the loss of a direct connection to Union Station from Carver Terrace and Maryland Avenue, provided by the existing Route X8	Adjusted routing and service levels to match existing Metrobus Route X8 routing, frequency, and operating hours

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C51	C51	U St- Anacostia	90, 96, 92	- Widespread opposition to the loss of service in Capitol Hill, especially along Massachusetts Avenue NE, provided by the existing Route 96 - Many comments expressing concern about serving Union Station via H Street NE, with several comments suggesting the route should travel from New Jersey Avenue NW to Massachusetts Avenue NE for an easier Union Station connection and better access to Georgetown Law and Capitol Hill - Mixed feedback on the proposed hours of service – while many comments supported the proposed hours of service, several comments request service later than 1 a.m., especially on weekends - Several comments suggest extending the route to Congress Heights via Stanton	- Adjusted routing to remain on Massachusetts Avenue through eastern Capitol Hill to provide service in an area not covered by the rest of the network - Extended route westbound to Tenleytown Station to retain service along Woodley Road NW and Wisconsin Avenue NW - Reduced late-night operating hours

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C53	C53	U St- Congress Heights	92, 90	- Widespread support for increasing frequency on this route - Many comments requesting that the route terminate at Woodley Park Metro, with a few comments noting this would be critical to replace the Circulator connection between Woodley Park and Columbia Heights - Many comments requesting a direct connection between Union Station and Eastern Market, with many calling for service specifically along Massachusetts Avenue NE - Several comments requesting that this route continue further along M Street SE to 4th Street SE to provide better service to Navy Yard	- Made adjustments to rush hour, midday, and weekend frequency. Route will operate every 12-minutes or better between 7 a.m. and 9 p.m. every day of the week as part of the Frequent Service Network - Extended route westbound to Woodley Park Station. Overnight layovers will still utilize the Calvert Terminal for operator breaks

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C55	N/A (See C85 and C91)			- Widespread support for increasing frequency on this route, especially given all of the schools served by the route - Many comments, mostly from residents in Cathedral Heights and McLean Gardens, expressing concern about the lack of service to MacArthur High School - Widespread concern about the elimination of service between LeDroit Park and Georgetown, with many comments expressing concern about LeDroit Park losing access to universities and hospitals located in Adams Morgan, Logan Circle, Dupont Circle, and Georgetown - Many comments indicate strongly opposing views about whether the route should go down 1st Street NW or alternate routes such as 4th Street NW or North Capitol Street	- Removed Route C55 from the network - Route C51 was extended westward to cover the western portion of the summer C55 route - Route C91 (summer D92) will serve the eastern portion of the summer C55 route, serving LeDroit Park and Howard University on an alignment similar to the existing Metrobus Route G2 - The C55 route number will be reused by a different route in the 2025 Network - See Route C85 for additional changes that address comment(s) on this route

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C57	C57	U St-Capitol Heights	96	- Strong support for this route, with many comments expressing support for more service to the growing Union Market and NoMa neighborhoods - Many comments requesting higher-frequency service and later service on this route - Several comments suggesting a different western terminus for this route, with both 15th Street NW and U Street NW (to serve Cardozo Educational Campus) and Dupont Circle listed as suggested alternatives	Revised service levels to operate weekday only, peak direction only service
C61	C61	Tenleytown- Brookland	H2, H4	- Widespread opposition to routing all bus service along Irving Street NW and eliminating the Park Road NW routing through Mount Pleasant, with many comments expressing concern about the loss of access for Mount Pleasant residents, businesses, and the loss of a direct connection to Bancroft, Deal and Jackson Reed Schools - General support for this route not looping through Washington Hospital Center (WHC) entrance driveways, though a few comments expressed a desire to stop in the hospital complex - General opposition to the lack of service on Van Ness Street NW between Tenleytown and Van Ness	- No planned changes to routing or service levels - See Routes C85 and D72 for additional changes that address comment(s) on this route

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C63	C63	Deanwood- Brookland	H6	- General support for this route - Several comments requesting higher-frequency service on this route - A few comments suggesting the route should stop at Veteran's Hospital within the hospital complex	No planned changes to routing or service levels
C71	C71	18th St-Ivy City	D4, E2, D8	- Widespread support for increasing frequency on this route - Several comments expressing concern about the elimination of service on Sargent Road NE, served by the existing Route E2 - General support for this route's proposed hours of service, though a few comments requesting earlier service to catch an early commuter train from Union Station - A few comments suggesting that this route serve Union Market	- Adjusted routing to follow Riggs Road NE leaving Fort Totten Station. Route will serve Nicholson Road NE and Chillum Place NE before connecting back to Sargent Road NE and South Dakota Avenue NE - Adjusted routes C81 and P32 to ensure no gaps were left in the network due to the adjusted C71 routing
N/A	C77	Takoma-Fort Totten	K2	Widespread opposition to the elimination of the existing Route K2, with many comments expressing concern that this route does not provide the vital connection between Fort Totten Station, Takoma Station, the Lamond Riggs neighborhood, and several schools (DC Bilingual Capital City, Friendship Charter, City Public Charter and Roots) provided by the existing Route K2	Added a new route that restores service on a similar routing to the existing Metrobus Route K2. This service will operate weekday only, rush hour only

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C81	C81	Military Rd	E4, M4	- Widespread support for increasing frequency on this route, with many comments about crowding on the existing Route E4 - Many comments expressing concern about the lack of direct service for students who live east of Rock Creek Park (Petworth, Crestwood) to get to schools west of Rock Creek Park (Hardy, MacArthur, Duke Ellington, Deal, Jackson-Reed) - Several comments expressing support for the new direct connection between Fort Totten and Cleveland Park - Several comments expressing concern about the elimination of service on McKinley Street NW	- Increased frequency on weekdays. Route will operate every 20-minutes or better between 7 a.m. and 9 p.m. every day of the week as part of the Frequent Service Network - Adjusted routing to continue on Riggs Rd NE to South Dakota Avenue NE before connecting to Fort Totten Station via Galloway Street NE - Adjusted routing of the C81 and P32 to ensure no gaps were left in the network due to the adjusted C81 routing

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C83	C83	Barnaby Woods	E4	- Widespread support for increasing frequency and for weekend service - Mixed feedback regarding the alignment—many comments expressing opposition to the shifting of service from McKinley Street NW (between Connecticut Avenue and Nebraska Avenue NW) to Military Road NW, while several other comments note that it's more efficient for the route to stay on Military Road NW - Many comments requesting that the route continue further into Riggs Park to increase accessibility in that neighborhood - Several comments expressing concerns about traffic and difficulty turning when going from Military Road NW to Connecticut Avenue NW and from Connecticut Avenue NW to McKinley Street NW	- Adjusted routing to connect Friendship Heights to Barnaby Woods and Knollwood along Utah Avenue NW, Western Avenue NW, Oregon Avenue NW, and Nebraska Avenue NW - Alignment will use Nevada Avenue NW and Nebraska Avenue NW to connect McKinley Street NW to the eastern segment of the route until roadway improvements can be made to McKinley Street NW east of Broad Branch Road NW to allow safe two-way bus operations

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C85	C85	Nebraska Av-Foxhall	M4	- Widespread support for increasing frequency and for weekend service, with many comments mentioning crowding on the existing Route M4 - Many comments expressing concern that there is no direct connection between the Eaton Elementary zone area (Cleveland Park, Cathedral Heights, McClean Gardens) and MacArthur High School where students of Eaton Elementary are now zoned to attend - Many comments expressing concern that service along Cathedral Avenue NW and Idaho Avenue NW will interfere with Annunciation School traffic - Many comments from Cathedral residents requesting direct service between Cathedral Heights and downtown DC	- Adjusted routing to provide connectivity into the Glover Park neighborhood - Adjusted routing from Connecticut Avenue NW south of Tenleytown to Wisconsin Avenue NW before connecting through Cathedral Avenue NW to serve a larger population - Adjusted routing to terminate on the northern end at Pinehurst Circle NW in conjunction with C83 route changes - Revised service levels to operate peak period only service

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
C87	C87	16th St- Tenleytown	D31	- Many comments requesting higher-frequency service on this route as well as service outside of rush hour and on weekends - Many comments expressing concern that service along Cathedral Avenue NW and Idaho Avenue NW will interfere with Annunciation School traffic - Many comments expressing concern about the lack of direct service for students who live east of Rock Creek Park (Petworth, Crestwood) to get to schools west of Rock Creek Park (Hardy, MacArthur, Duke Ellington, Deal, Jackson-Reed) - Mixed feedback about the route's southern terminus, with several comments support the portion of the route between Tenleytown and Van Ness-UDC stations, and several other comments suggest eliminating this segment of the route to increase the route's frequency	Revised service levels to operate weekday only, peak direction only service

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D12	D10	Pennsylvania Av	32, 36	- Widespread concern that 20-minute frequency is not sufficient for a corridor that frequently experiences overcrowding and missed trips on the existing Route 32 and 36 - Mixed feedback about the route's terminus at the Kennedy Center, with several comments expressing that that the routing to the Kennedy Center is unnecessary, as a free shuttle to the center is already provided from Foggy Bottom Station, while many other comments appreciate the terminus at the Kennedy Center, noting this terminus was one of the proposed route's major benefits - Mixed feedback about the routing on 25th Street SE and 27th Street SE, with several comments suggesting that 27th Street SE is the right option due to its relatively higher population density, and several other comments expressing concern that buses would be delayed in rush-hour traffic	- No planned changes to routing or service levels. Retained existing 20-min service from 7am to 9pm as part of the Frequent Service Network, with more frequent service during rush hour - Changed route number

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D14	C55	L'Enfant Plaza-Union Station	74	- General opposition to the loss of a direct connection between Buzzard Point and downtown DC - Widespread support for increased access to Union Station - Several comments requesting connections to Eastern Market, the Wharf, and Capitol Hill - Many comments requesting higher-frequency service on this route	- Adjusted routing to extend westbound service to terminate at L'Enfant Plaza Station - Adjusted routing eastbound to remain on M Street SE until 8th St before connecting to Pennsylvania Ave and resuming the summer 2024 alignment to Union Station - Changed route number to better connect route to nearby routes in Navy Yard/Southwest DC
D1X	D1X	Pennsylvania Av Express	36, 32	- General support for an express route along this corridor - Many comments requesting higher-frequency service on this route - Many comments expressing concern that terminating the route at Archives would diminish the east-west connectivity provided by the existing Route 32 and 36, with several comments requesting the route be extended westward to Washington Circle NW - Several comments suggesting the stop at Pennsylvania Avenue SE and 28th Street SE be moved to 27th Street SE, a more densely populated area	- Minor routing adjustment to travel on Erie Street SE instead of Camden Street SE to connect to the Naylor Gardens/ Knox Hill neighborhoods - Reduced late night operating hours on weekends

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D22	D20	H St	X2, X9	- Strong opposition to terminating the route at Chinatown and request extending the route to at least Franklin Park - Several comments requesting higher-frequency service in this corridor due to crowding on the existing X2	- Adjusted route westbound beyond Chinatown to terminate at Farragut Square - Revised service levels to match existing Metrobus Route X2 frequency and operating hours - Changed route number
D24	D24	E Capitol St	D6, 96, W4	- Strong opposition to changing the service currently provided by Route 96, and many comments expressing the need to maintain the connection between Capitol Hill East, Union Station, and northwest Washington DC neighborhoods - Strong support for increasing frequency on this route, especially given this route would be the only replacement for the existing Routes D6 and 96, but has a lower proposed frequency than the existing D6 alone - Many comments expressing opposition to terminating the route at McPherson Square and suggesting that terminating at Dupont Circle or Foggy Bottom would make the route more useful - Many comments requesting stop consolidation in additional locations, including on 11th Street NE and E Street NE	- Minor routing adjustment to travel on East Capitol Street approaching RFK Stadium instead of traveling on 18th Street SE - Maintained the route's simplified alignment when compared to the existing Metrobus Route 96 to improve bus reliability and trip speed. Critical connections between Capitol Hill East, Union Station and McPherson Square are still served - See Route C51 for additional changes that address comment(s) on this route

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D2X	D2X	H St Express	X9, X2	• General support for retaining express service along the H Street corridor • Many comments concerned about the route's limited hours of service and frequency given that the D2X provides the only connection from Benning Road NE and H Street NE to beyond Chinatown • Many comments request adding a stop to serve River Terrace Educational Campus • Several comments expressing support for the D2X extending to Capitol Heights	• No planned changes to routing or service levels
D30	D30	N Capitol St	80	• Widespread support for increasing frequency on this route, with many comments requesting the frequency matches that of the existing Route 80 • Several comments suggesting bus stop consolidation on this route, noting that particular segments, such as North Capitol Street NE, have especially frequent stops and that using service lanes on North Capitol Street NE for stops slows down buses • Mixed feedback about the western alignment of the bus, with a few comments supporting the shorter alignment on E Street NW and new connection to Federal Triangle and several comments opposing the realignment from H Street NW, served by the existing 80	• No planned changes to routing or service levels

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D32	D32	Rhode Island Av-Ft Lincoln	G8	- Strong opposition to the terminus at Metro Center, with many comments suggesting to maintain the connection provided by the G8 to Farragut North and Farragut West stations - Strong support for increasing frequency on this route, with several comments requesting the frequency matches that of the existing Route G8	- Minor adjustment to service levels at start/end of service on weekends - Retained the terminal location at Metro Center, which provides connections to multiple rail lines (Red, Blue, Orange, Silver) as well as other frequent bus routes for further crosstown connections
D34	D34	Edgewood- Avondale	G8, P6	- Strong opposition in Anacostia to the loss of a direct connection to North Capitol Street NE and Rhode Island Avenue NE, provided by the existing P6 - Several comments expressing a preference for Farragut West Station as a terminus rather than Metro Center	- Minor adjustment to service levels at start/end of service on weekends - Maintained the proposed routing. Connections to frequent bus routes serving North Capitol Street and Rhode Island Avenue NE are possible via route C53
D36	D36	K St-Ivy City	D4, D8	- Strong support for maintaining the connection between Trinidad and downtown Washington, DC - Several comments requesting higher-frequency service on this route - Mixed feedback about the proposed hours of service, with several comments requesting later service and several comments noting that it doesn't need to operate so late - Several comments expressing concern about ending at Franklin Square instead of continuing to Georgetown, particularly given the loss of Circulator service	Minor adjustment to trip frequency at start/end of service days on weekends

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D42	D40	7th St- Georgia Av	70, 79	• Strong support for 24/7 service along this route • Many comments requesting higher-frequency service along this route • Several comments requesting an extension of the route to L'Enfant Plaza and the Wharf • A few comments requesting bus lanes on Georgia Ave NW and noting this route needs better service reliability	• Revised service levels to match existing Metrobus Route 70 frequency • Late night trips will terminate at L'Enfant Plaza Station for operator breaks • Changed route number
D44	D44	11th St	64, 63	• General support for this route • Many comments requesting higher-frequency service along this route • A few comments requesting the consolidation of some bus stops	• Minor adjustment to service levels at start/end of service on weekends

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D46	C75	Takoma- Petworth	62, 63	- Widespread opposition to the discontinuation of Route 63, with many comments indicating that removing the option to travel directly from Takoma and Petworth into downtown Washington, DC will increase travel times and force transfers, making service less convenient - Many comments requesting higher-frequency service on this route and expressing concern about overcrowding - Many comments expressing concern that this route doesn't provide sufficient access to schools from residential neighborhoods such as Takoma, Manor Park, Brightwood Park, and Petworth and that this route would require children to make transfers during their commutes to and from school	- Revised service levels to match existing Metrobus Route 62 frequency and operating hours on weekends - Changed route number to better connect with other service in Takoma/Petworth - Maintained terminal at Georgia Ave-Petworth, which provides connections to the Metrorail system as well as increasing reliability and on-time performance by avoiding congestion along the route
D4X	D4X	7th St- Georgia Av Express	79, 70	- General support for this route - Many comments requesting an extension of the route to L'Enfant Plaza and Waterfront - Many comments requesting that this route operate later than 10 p.m. - A few comments requesting bus lanes on Georgia Ave NW	Revised service levels to match existing Metrobus Route 79 frequency and operating hours

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D52	D50	14th St	52, 54, 59	- Widespread support for higher-frequency service on this route due to crowding on existing service as well as the elimination of Circulator service - Many comments requesting that this route operate 24/7 - Widespread opposition to the elimination of the limited-stop service along this corridor - General support for stop consolidation, but concern about eliminating the stop at Columbia Heights Station	- No planned changes to routing or service levels - Changed route number - See Route D5X for additional changes that address comment(s) on this route
D54	D5X	14th St Express	59, 52, 54	- Widespread support for increasing frequency on this route, with many comments expressing concern about crowding on existing service as well as the elimination of Circulator service - Several comments requesting that the routing close to Takoma Station be adjusted due to traffic congestion - Widespread opposition to the elimination of the limited-stop service along this corridor, with many comments expressing concern about frequent bus bunching on this corridor - General support for stop consolidation on the southern end of the route, but several comments expressing opposition to eliminating stops on the northern end of the route in Sixteenth Street Heights and Brightwood	- Adjusted routing to provide limited stop service between Colorado Ave NW and Metro Center, while continuing to serve all stops from Colorado Ave NW and Takoma - Changed route number to reflect limited stop service

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D62	D60	16th St	S2, S9	- Many comments requesting higher-frequency service on this route - Many comments requesting a pattern that terminates somewhere in Foggy Bottom or the West End to provide access to medical offices, George Washington University, and Kennedy Center - Mixed reactions to the proposed southern terminus, with comments requesting either L'Enfant Plaza or Metro Center as a preferred terminus - Several comments noting the need to prioritize stops that are near intersections with a stoplight and crosswalk when consolidating stops, with a few comments specifically requesting to keep the Upshur Street NW stop	- Revised service levels to match existing Metrobus Route S2 frequency and operating hours - Changed route number
D6X	D6X	16th St Express	S9, S2	- Many comments requesting higher-frequency service on this route - Mixed reactions to the proposed southern terminus, with comments requesting either Metro Center, Federal Triangle Station, or Archives Station as a preferred terminus and several comments requesting to switch the southern terminus of the D62 and the D6X - A few comments expressing concern about eliminating bus stops on the northern end of the route where there aren't other transit options	Revised service levels to match existing Metrobus Route S9 frequency and operating hours

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D70	D70	Connecticut Av	L2	- Many comments requesting higher-frequency service and longer hours of service on this route - Mixed feedback regarding service proposed along Connecticut Avenue NW rather than the Duke Ellington Bridge/Columbia Road NW (diversion to Adams Morgan), with most comments expressing that serving Adams Morgan is a key connection on this route and several comments expressing support for the proposed more direct routing - A few comments expressing the need for cleaner bus stops	Minor adjustment to service levels at the start/end of service. Route will operate every 20-minutes or better between 7 a.m. and 9 p.m. every day of the week as part of the Frequent Service Network
D72	D72	Connecticut Av-Mt Pleasant	42,43	- Many comments requesting higher-frequency service on this route - Strong opposition to changing this route from the existing Routes 42 and 43, with many comments expressing concern that this route does not serve the vital connection between the Columbia Heights, Mt. Pleasant, and Adams Morgan neighborhoods and Foggy Bottom	- Extended select trips during the peak period to Tenleytown neighborhood to provide access to schools - Minor adjustment to service levels at start/end of service - See Route D74 for additional changes that address comment(s) on this route
D74	D74	Foggy Bottom- Brookland	H8, 42, 43	- General support for this route - Several comments requesting higher-frequency service on this route	Adjusted routing south of Dupont Circle to travel on New Hampshire Avenue NW, 23rd Street NW, and Virginia Avenue NW. Route will terminate near the State Department

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D82	D80	Wisconsin Av-Union Station	33, 31	- Widespread support for increasing frequency on this route due to existing crowding and elimination of the Circulator - General support for adding an express service during morning and afternoon rush - Widespread concern about terminating the route at McPherson Square, with many comments requesting the route be extended to connect to the National Mall (Archives or Federal Triangle) - Mixed reaction to weekend frequency, with several comments requesting more frequent service on weekends and noting current crowding on weekends, while a few comments indicate that proposed frequency is sufficient because commenters don't ride on weekends	- Adjusted routing to connect to Union Station to cover gap in network left by the elimination of the DC Circulator - Minor adjustment to frequency. Route will operate every 12-minutes or better between 7 a.m. and 9 p.m. every day of the week as part of the Frequent Service Network - Changed route number
N/A	D82	Wisconsin Av-Foggy Bottom	31, 33	Widespread support for increasing frequency on Route D82 due to existing crowding on the 31, 33 and elimination of the Circulator	- Added a new route to complement D80. This route will provide greater frequency on the Wisconsin Avenue corridor between Friendship Heights and Washington Circle during rush periods - New route will provide a connection to Foggy Bottom Station

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D90	D90	Massachusetts Av	N2, N4, N6	- Strong support for increasing frequency on this route, especially during the late night and early morning periods - Many comments expressing concern about the loss of service to Farragut West and North and Spring Valley for medical appointments, provided by the existing Routes N2, N4, and N6 - Many comments expressing concern about the elimination of service along Cathedral Avenue NW, New Mexico Avenue NW, and Massachusetts Avenue NW, provided by the existing Routes N2 and N6 - Strong opposition to eliminating the stop along Cathedral Avenue NW and New Mexico Avenue NW, due to challenging topography in that area	- Adjusted routing to serve New Mexico Avenue NW and Cathedral Avenue NW - Reduced late night operating hours on weekends
D92	C91	Georgetown-LeDroit Park	G2	- Strong opposition to the loss of a connection between LeDroit Park, Eckington and Bloomingdale to Dupont Circle and Georgetown - Strong support for increasing frequency on this route - Many comments request extending the route west to Rosslyn to provide an additional connection between Georgetown and Rosslyn - Many comments request extending the route east to Eastern Market or Stadium-Armory	- Adjusted routing on the eastern end of the route to cover the LeDroit Park and Howard University segment of the summer 2024 network's C55 route - Revised service levels to match existing Metrobus Route G2 frequency and operating hours - Changed route number to better reflect the route's crosstown alignment

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D94	D94	MacArthur Bl-Gallery Place	D6	- Widespread concern that there is no direct connection between the Eaton Elementary zone area (Cleveland Park, Cathedral Heights, McClean Gardens) and MacArthur High School where students of Eaton Elementary are now zoned to attend - Strong opposition to the loss of connection between southeast DC to downtown and Sibley Hospital, with many comments about preferring to maintain the direct connection on the existing D6 - Many comments request extending the route to Union Station - Several comments expressing concerns about inadequate road crossings and crosswalks in front of MacArthur High School and the proposed D94 stop serving the school	- No planned changes to routing or service levels - Maintained the route's simplified alignment when compared to the existing Metrobus Route D6 to improve bus reliability and trip speed - See Routes C83 and C85 for additional changes that address comment(s) on this route

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
D96	D96	Massachu- setts Av- Bethesda	D2, N2, N4, N6, 42, 43	- Widespread opposition to serving Glover Park along Tunlaw Road NW rather than further west through Glover Park - Strong opposition in Glover Park to the loss of a direct connection to Dupont Circle, provided by the existing Route D2 and many comments requesting the restoration of D2 service - Mixed reactions to the route terminating in Bethesda with several comments expressing support for the direct route from northwest DC to Bethesda, while many comments expressing concern that the route length will impact reliability on this route - Widespread support for increasing frequency on this route, especially outside of rush and on weekends	- Adjusted routing to provide access into the Glover Park neighborhood - Adjusted routing to serve New Mexico Avenue NW and Cathedral Avenue NW - Adjusted routing near Dupont Circle to remain on P Street and share stops with nearby routes; alignment will also use 18th Street northbound from the southern terminal rather than 20th Street as in the summer 2024 alignment - Introduced peak period trips between Dupont Circle and Ward Circle to provide higher service level during rush periods - Minor adjustment in service levels at start/end of service

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
MARYLAND					
M10	M10	Veirs Mill Rd	Q2, Q4, Q6	- Strong support for increasing frequency on this route, with many comments requesting that frequency at least match existing Q-line service and a few comments noting existing crowding on this corridor - Many comments requesting that this route terminate at Shady Grove Station rather than Montgomery County, with several comments noting that Shady Grove serves as a regional bus hub - Many comments expressing concern about the loss of direct service from Rockville and along Viers Mill Road to Silver Spring, preferring to maintain the current direct connection to Silver Spring without the need to transfer at Wheaton Metro station, like the existing Q routes - Several comments expressing the need for frequent Metrobus service along the corridor until the MCDOT FLASH line	Route will be operated by Ride On

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
M12	M12	University Bl	C2, C4	• General support for the proposed hours of service, especially the early morning, late night, and weekend service of service • Mixed feedback on the route's terminus in Montgomery County, with many comments expressing concern about eliminating this route's connection to Twinbrook Station and several comments expressing support for the new connection to North Bethesda Station • Several comments requesting that this route maintain the connection between Montgomery County and the University of Maryland and Greenbelt Station like the existing Route C2 • A few comments suggesting that this route stop on both sides of Rockville Pike	• Adjusted routing on western end to terminate at Twinbrook • Revised service levels to be 12-min frequency between Twinbrook Station and Tacoma-Langley Transit Center
M20	M20	Georgia Av-Silver Spring	Q2, Q4, Y2, Y7, Y8	• Strong opposition to the loss of direct service from Silver Spring and Wheaton to Rockville via Viers Mill Road, available on the existing Q Routes • Several comments expressing a desire for service from Silver Spring beyond Wheaton to at least Glenmont Station	• Route will have additional weekday trips extended north of Wheaton Station to the ICC Park & Ride Lot • Route M10 provides a direct connection between Wheaton and Rockville on Viers Mill Road

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
M22	M22	Bethesda- Olney	L8, Y2, Y7, Y8	Several comments requesting higher-frequency service on this route due to existing crowding during rush hour	- No planned changes to routing or service levels - Additional M20 trips traveling along Georgia Avenue from Wheaton Station to ICC Park & Ride will help increase frequency along the corridor on weekdays <i>*Current L8 route is operated by Metrobus on weekdays and Ride On on weekends. M82 will be operated by Metrobus daily.</i>
M42	M42	Randolph Rd-College Park	C8	- Several comments about preferring to maintain the current direct connection between College Park, White Oak, Colesville, Glenmont and North Bethesda available on the existing C8 without needing to transfer - There is feedback about including stops on both sides of Rockville Pike and improving transfers to Ride On routes	- Combined with resources from the spring M44 route to provide one-seat service between Bethesda, Glenmont, and College Park - This service along with a new route M44 will provide more frequent service along the Randolph Road corridor between North Bethesda Station and University Boulevard

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
M44	N/A			• Mixed feedback on this route, with several comments indicating that the route will take people where they need to go and several comments expressing concern that the new route will be less useful than the existing Route C8 • Among those who support the proposed routing, several comments express appreciation for the direct connection between East Randolph Road to Prince George's County destinations • Among those who oppose the proposed routing, many comments express concern about the loss of service on New Hampshire Avenue, Adelphi Road, National Archives, and the University of Maryland, served by the existing Route C8 • A few comments requesting higher-frequency on this route and weekend service	• Removed Route M44 from the network • Resources from this route were added to M42 service to provide one-seat service between Bethesda, Glenmont, and College Park • The M44 route number will be reused by a different route in the 2025 Network

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
M52	M52	Colesville Rd- Burtonsville	Z6, Z7, Z8	• Several comments requesting more frequent early morning service for those traveling to work before 6 a.m. • Several comments requesting higher-frequency service on this route • A few comments expressing concern about the lack of direct service from Colesville Road to New Hampshire Avenue, served by the existing Route Z2 • A few comments emphasizing the importance of the North Hills stop to that community	• Revised service levels on weekdays to match existing Metrobus Route Z6 frequency and operating hours
N/A	M54	Colesville Rd- Greencastle	Z6, Z8	• A few comments expressing concern about the reduction of service along Old Columbia Pike	• Added new route serving Old Columbia Pike to increase frequencies on the corridor
M62	M60	New Hampshire Av	K6, K9	• Many comments requesting higher-frequency service during rush hour • Several comments requesting a stop at the DC Bilingual Public Charter School and stops at the intersection of New Hampshire Avenue NW and N Capitol Street NW	• No planned changes to routing or service levels • Changed route number
M6X	M6X	New Hampshire Av Express	K6, K9	• A few comments requesting coordination with MCDOT FLASH service • General opposition to loss of midday service	• Revised service levels on weekdays to match existing Metrobus Route K9 frequency and operating hours

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
M70	M70	East West Hwy-Old Georgetown Rd	J1, J2	• Strong opposition to the loss of the connection to Medical Center Station, NIH, and Walter Reed, and along Wisconsin Avenue, served by the existing Route J2 • Many comments expressing concern about the discontinuation of the existing J1 • General support for the proposed frequency and hours of service • A few comments requesting that route changes to complement the Purple Line be deferred until Purple Line opens, as it would leave riders of the existing Routes J1/J2 routes without a comparable alternative in the interim	• Adjusted routing to operate on Rockville Pike and W Cedar Lane in order to serve Medical Center station, NIH and Walter Reed. This change is conditional on changing the traffic signal at Rockville Pike/W Cedar Lane to support safe left turns for buses • Revised service levels on weekdays to match existing Metrobus Route J2 frequency and operating hours
M82	M82	River Rd- Falls Rd	T2	• Several comments expressing concern about loss of service to Rockville Station on this route • Several comments requesting higher-frequency service on this route • A few comments expressing concern about the loss of service along Falls Road	• Revised service levels on weekdays to match existing Metrobus Route T2 frequency and operating hours* • Revised service levels on weekends to match existing Ride On T2 frequency and operating hours* <i>*Current T2 route is operated by Metrobus on weekdays and Ride On on weekends. M82 will be operated by Metrobus daily.</i>

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P10	P10	Baltimore Av	83, 86 TheBus 17	- Many comments expressing concern about losing service on 38th Street in Brentwood and Cottage City - Many comments, mostly from Hyattsville residents along Hamilton Street and 40th Avenue, expressing concern about losing a connection to downtown Hyattsville, served by existing Route 86 - General support for increasing frequency service on this route	Minor reduction in trip frequency at start/end of service
P11	M44	Randolph Rd- Hyattsville Cross	83, C8	- Strong support for increasing frequency on this route - Several comments expressing concern about the length of the route and potential reliability issues - A few comments expressing concern that they will need to transfer to make the same trips they can make on one bus today on the existing Route 83	- Adjusted routing to serve the Randolph Road corridor. This route will provide new service between North Bethesda Station, Tech Rd Park & Ride, and Hyattsville Crossing and provide additional frequency along Randolph Road - Route M54 will serve the northern portion of the summer P11 route, connecting Tech Rd Park & Ride to Greencastle Park & Ride
P12	P12	Laurel- Greenbelt	89M	- Strong support for this route, especially for weekend service - A few comments expressing concern that the route length will impact reliability on this route - A few comments requesting that this route serve the Laurel MARC Station	- Revised service levels to match existing Metrobus Route 89M frequency and operating hours - Minor routing adjustment through Laurel due to weight restrictions on roadways

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P13	P16	Riggs Rd- White Oak	R1, R2	- Strong support for increasing frequency on this route, with many comments requesting that frequency at least match that of the existing Routes R1 and R2 and a few comments noting existing crowding on this corridor - Several comments expressing support that no route will serve National Archives on Adelphi Road	- Created two separate routes: full-route (P16) and short turn route from Riggs Rd- Adelphi (P15) - Revised service levels to be 60-min frequency on Sundays after 8 p.m. - Minor reduction in trip frequency at start/end of service
P14	P14	Kenilworth Av	R12 TheBus 16	- General support for this route - A few comments expressing concern that reliability on this route will be impacted by traffic on Pontiac Street during pickup and drop-off hours at Berwyn Heights Elementary School	- Revised service levels Monday-Saturday to match existing Metrobus Route R12 frequency and operating hours - Revised service levels to be 60-min frequency on Sundays
N/A	P15	Riggs Rd- Adelphi	R1, R2	Strong support for increasing frequency on the proposed summer Route P13 serving the Riggs Road and Powder Mill Road corridors, with many comments requesting that frequency at least match that of the existing Routes R1 and R2 and a few comments noting existing crowding on this corridor	- Added a new short-turn route between Riggs Rd and Adelphi to improve service levels on this corridor - Minor reduction in trip frequency at start/end of service

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P1X	P1X	Baltimore Av Express	83, 86 TheBus 17	• Strong support for this route • Several comments requesting that this route serve the west side of College Park-U of Md Station • Several comments requesting a stop in downtown College Park to provide access to the shops and restaurants in this area • A few comments requesting service to the affordable and workforce housing for University of Maryland, College Park staff and students located on Baltimore Avenue north of University Boulevard	• Extended route on northern end to terminate at the Whitehouse/IKEA plaza to provide greater frequency north of Greenbelt Road • Minor reduction in trip frequency at start/end of service

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P20	P20	Greenbelt Rd-New Carrollton	B27, G14	- Strong opposition to the elimination of a stop at NASA Goddard Space Flight Center's main gate and visitor's center, served by the existing TheBus Route 15X - Strong opposition to the proposed shifting of service from Westway, served by the existing Route G12 and Route G14, to the low-density Southway; strong support for shifting the service back to Westway - Many comments about preferring that the existing 15X, G12, G14, and B27 routes remain unchanged - Several comments requesting high-frequency bus on this route	- Adjusted routing to utilize Westway - Maintained service along Greenbelt Road rather than deviating onto private/limited roadways to improve reliability and on-time performance on this route - Minor reduction in trip frequency at start/end of service
P21	P21	Hanover PkwY-New Carrollton	G12 TheBus 11	- Strong opposition to the proposed shifting of service from Westway, served by the existing Routes G12 and G14, to the low-density Southway; strong support for shifting the service back to Westway - Many comments about preferring that the current Route G12 remain unchanged - A few comments expressing concern about elimination of TheBus Route 11, with a few comments noting that this would significantly reduce the amount of bus service available in Greenbelt	- Adjusted routing to utilize Westway - Revised service levels to be 30-min frequency on weekdays and 60-min frequency on weekends

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P22	P22	Greenbelt- Cheverly	F13 TheBus 16	- Several comments from residents in Greenbelt requesting the restoration of existing Route 15X service - A few comments expressing concern about the elimination of bus service to the NASA Goddard Space Flight Center - A few comments from Cheverly residents expressing concern about the elimination of a direct connection to West Hyattsville Station or Hyattsville Crossing Station, provided by the existing Route F8	Route will be operated by TheBus
P23	P23	New Carrollton – Glenn Dale	B24, F13	A few comments requesting this route serve Glenn Dale Road and Enterprise Road	Route will be operated by TheBus
P24	P24	Good Luck Rd	B27, G14	- General support for this route - There is feedback requesting service on Cipriano Road north of Good Luck Road - There is feedback that instead of serving Mission Drive on the rush hour-only pattern, that this route should serve the NASA Goddard Space Flight Center	Minor reduction in trip frequency at start/end of service on weekdays and Saturdays

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P30	P30	New Carrollton- Silver Spring	F4 TheBus 14	- General support for this route - Several comments expressing concern about the travel time added by serving Wayne Avenue, Georgia Avenue, Colesville Road and Fenton Street after leaving the Paul Sarbanes Transit Center, suggesting that the route instead serve only Wayne Avenue to Fenton Street - A few comments requesting the relocation of specific bus stops due to safety concerns, including moving the bus stop from farside to nearside of East-West Highway and New Hampshire Avenue heading toward Silver Spring and moving the bus stop in front of the Takoma Park Silver Spring Co-Op to the west between Grant Avenue and Philadelphia Avenue	- Adjusted routing in Riverdale Park to reflect changes made to Metrobus Route F4 in the June 2024 service change - Revised service levels to match existing Metrobus Route F4 frequency and operating hours
P31	P31	New Carrollton- Langley Park	F6, C2 TheBus 14	- Strong opposition to the loss of bus service on Adelphi Road between New Hampshire Avenue and University Boulevard, provided by the existing Route C8 - Many comments requesting that this route connect to National Archives - A few comments expressing concern about the loss of the connection between northern Montgomery County and the University of Maryland and Greenbelt	- Adjusted routing to provide service in Langley Park - Revised service levels to be 30-min frequency every day of the week - Minor reduction in trip frequency at start/end of service - Maintained proposed routing, as ridership on Adelphi between University and Riggs is very low compared against other routes in the network - See Route P32 for additional changes that address comment(s) on this route

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P32	P32	Greenbelt- Fort Totten	F6, C2 TheBus 13A, 19	- Several comments requesting higher frequency service on this route, especially on weekends - A few comments expressing concern about the loss of the connection between northern Montgomery County and the University of Maryland and College Park-U of Md Station	- Extended route on northern end to terminate at the Greenbelt Station to cover the segment between Route 1 and Greenbelt Station no longer covered by the P1X and to maintain access to the University of Maryland from Greenbelt Station - Adjusted routing to serve Sargent Road to Gallatin Street NE before connecting to Fort Totten Station via Galloway Street NE - Adjusted routing of the C71 and P32 routes to ensure no gaps were left in the network due to this change - See Route P31 for additional changes that address comment(s) on this route
P33	P33	Queens Chapel Rd	R4	- Many comments requesting higher-frequency service on this route - Several comments expressing concern that this route does not serve Highview Terrace, Dean Drive, and Northwest Drive	- Revised service levels to match existing Metrobus Route R4 frequency and operating hours - No planned changes to routing. Future adjustment to P33 routing to serve Highview Terrace, Dean Drive, and Northwest Drive is contingent on roadway improvements to allow safe bus operations to Highview Terrace Apartments

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P35	P35	New Carrollton- Fort Totten	F6 TheBus 14	- Strong opposition to the lack of weekend service - Many comments requesting higher-frequency service on this route - A few comments requesting this route connect with College Park	- Revised service levels to be 30-min frequency on weekdays during rush periods and 60-min frequency weekdays during midday - Maintained existing weekday only service due to resource constraints
P40	P40	Annapolis Rd	T18	- General support for this route - Several comment requesting to keep the bus stops at 38th Street and Perry Street - A few comments expressing support for the proposed bus stop consolidation	Revised service levels to match existing Metrobus Route T18 frequency and operating hours
P41	P41	Landover Rd	L12	A few comments opposing this proposed route and request maintaining the existing Routes A12 and L12	Revised service levels to match existing Metrobus Route L12 frequency and operating hours
P42	P42	Chillum Rd-New Carrollton	F1, T14	- Many comments requesting higher frequency on this route and service later in the evening - A few comments expressing concern about the loss of a direct connection between Cheverly, Hyattsville and Takoma, provided by the existing Route F1	- Revised service levels to be 30-min frequency on weekends - Adjusted routing to travel on Eastern Avenue, skipping the Mt. Rainier terminal - Minor adjustment to service levels at start/end of service on weekdays

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P43	P43	Takoma Langley- Addison Rd Station	F1, F8 TheBus 18	- Many comments requesting service on Sunday - Several comments from residents in Castle Manor expressing concern about the loss of a connection to downtown Hyattsville and W Hyattsville Station, provided by the existing Route F8 - Several comments requesting higher frequency service on this route - A few comments expressing concern about the loss of a direct connection between Cheverly, Hyattsville and Takoma, provided by the existing Route F1	Route will be operated by TheBus
P44	P44	Cheverly- New Carrollton	F12	There is feedback supporting the proposed increase in midday frequency	Route will be operated by TheBus
P51	N/A (See P63)			- General support for this route - A few comments requesting that the route extend to serve Stadium-Armory Station - General support for increasing frequency and hours of service for this and other routes serving Central Avenue	- Removed Route P51 from the network - Adjusted routing of the P63 to extend east from Capitol Heights Station to Downtown Largo to ensure no gaps were left in the network due to this adjustment
P52	P52	Landover- Downtown Largo	L12 TheBus 21, 28	There is feedback requesting that this route serve Sheriff Road near Martin Luther King Jr. Highway and East Forest Road	Route will be operated by TheBus

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P53	P53	New Carrollton-Upper Marlboro	TheBus 21	There is feedback requesting that the route extend from New Carrollton to College Park	Route will be operated by TheBus
P54	P54	Cheverly – Addison Rd Station	TheBus 23	Widespread opposition to the proposed hours of service, with many comments requesting service start at 6:00 p.m. and operate until 9:00 p.m.	Route will be operated by TheBus
P55	P55	Addison Rd Station-Downtown Largo	C21, C22, C29 TheBus 23	General support for this route	Route will be operated by TheBus
P56	P56	Morgan Blvd Station-Downtown Largo	TheBus 26	General support for this route	Route will be operated by TheBus
P57	P57	Woodmore Towne Centre-Prince George's Community College	TheBus 28	There is feedback requesting that this route operate on Sundays	Route will be operated by TheBus

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P5X	P5X	New Carrollton-Prince George's Community College	TheBus 21X	A few comments suggest renaming the route name from P5X to P59	Route will be operated by TheBus
P60	P60	MLK Hwy-Suitland	A12, P12 TheBus 20	- General support for this route - A few comments expressing concern that this route does not serve Nalley Road and Belle Haven Drive, streets served by the existing Route F14	Minor adjustment to service levels at start/end of service on weekends
P61	P61	Glenarden-Suitland	F14, V12, A12	Several comments expressing concern that this route does not serve Addison Road Station like the existing Route F14	Minor adjustment to service levels at start/end of service on weekdays
P62	P62	Branch Av-Deanwood	V14, K12	- A few comments expressing concern about the loss of direct connections available on the existing J12, including between Addison Road and Marlboro Pike - A few comments expressing support for this route's connection to Penn Mar	- Increased midday and afternoon rush frequency - Increased late-night service hours
P63	P63	Central Av-Naylor Rd	F14, J12	- A few comments requesting higher-frequency service on this route - A few comments requesting that the route extend to serve additional destinations, such as Fairfax Village and Capitol Heights Station	- Route extended from Capitol Heights Station east to Downtown Largo to cover the segment previously served by the P51 - Revised service to be 60-min frequency on weekends

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P64	P64	Suitland- Downtown Largo	K12 TheBus 24	- General support for this route - There is feedback requesting that service operate later at night and on Sundays	Route will be operated by TheBus
P65	P65	Capitol Heights- Penn Mar	TheBus 24	- General support for this route - A few comments requesting higher-frequency service on this route	Route will be operated by TheBus
P66	P66	Forestville- Suitland	K12	General support for this route	Minor adjustment to service levels at start/end of service on weekdays
P71	P71	New Carrollton- Bowie State via Laurel- Bowie Rd	B21, B22, B24	- Strong support for higher-frequency service on this route - Many comments requesting longer hours of service and weekend service on this route - Several comments expressing concern about the elimination of service on Kembridge Drive, provided by the existing Route B22	Route will be operated by TheBus
P72	P72	Central Av- Bowie	C26, C29	- Many comments requesting higher-frequency service on this route - There is feedback requesting later service on this route - There is feedback requesting service on Peach Walker Drive, served by the existing Routes C26 and C29	No planned changes to routing or service levels
P73	P73	Central Av- Trade Zone	C21, C22	General support for this route	Minor adjustment to service levels at start/end of service

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P76	P76	Suitland- Upper Marlboro	J12, K12 TheBus 20	- Strong support for this route - A few comments requesting more connections between Upper Marlboro and Addison Road Station	Route will be operated by TheBus
P77	P77	Villages of Marlborough -Marlboro Meadows	TheBus 53	There is feedback requesting 24/7 service on this route	Route will be operated by TheBus
P78	P78	Upper Marlboro Loop	TheBus 51X	No comments specific to this route	Route will be operated by TheBus
P83	P83	Naylor Rd Station- Capital Crossing Apartments	C12 TheBus 34	There is feedback requesting to extend this route to Fairfax Village and Marlow Heights Shopping	Route will be operated by TheBus
P84	P84	Clinton- Brandywine	TheBus 36	- Feedback requesting a connection between Branch Avenue and Waldorf, as proposed in the Visionary Network - Feedback requesting a connecting to the Walmart in Clinton	Route will be operated by TheBus
P85	P85	Branch Ave Station- Southern Maryland Hospital Center	TheBus 30	General support for this route	Route will be operated by TheBus

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P86	P86	Naylor Rd Station- Clinton	H12 TheBus 32	- General support for this route - A few comments requesting Sunday service and more early morning and evening service	Route will be operated by TheBus
P87	P87	Brinkley Rd	D14 TheBus 35	There is feedback requesting this route serve Swann Road	Minor adjustment to service levels at start/end of service
P88	P88	Southern Ave Station- Branch Ave Station	TheBus 33	A few comments supporting the proposed change with concerns that the new service is longer and will take more time to ride	Route will be operated by TheBus
P93	P93	Suitland- Birchwood	P12, NH1, D12	A few comments indicating that the proposed hours of service are appropriate	- Extended route from Eastover to Birchwood to serve the areas formerly covered by the P96 - Split route into two routes to better communicate destinations: Birchwood (P93) and National Harbor (P94)
N/A	P94	Suitland- National Harbor	D12, NH2, NH1 TheBus 35	N/A	Created new route to better communicate P93/P94 destinations to customers. P94 will end at National Harbor
P94	P90	St Barnabas Rd	D12, NH2, NH1 TheBus 35	- General support for this route - A few comments requesting higher-frequency service on this route	- Revised service levels to be 30-min frequency on weekends on the long-trip patterns only - Minor adjustment to service levels at start/end of service - Changed route number

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
P95	P95	Southern Ave Station- Friendly	W14 TheBus 35	- Several comments requesting service earlier in the morning - General support for the route's proposed frequency - A few comments noting that weekend service is not needed	Route will be operated by TheBus
P96	P96	Suitland- Oxon Hill	D12, D14, H12 TheBus 32	- General support for this route - A few comments expressing concern about the loss of access to Southern Ave Station	- Adjusted routing to no longer serve the Birchwood Loop - Adjusted routing of the P93 to ensure no gaps were left in the network due to this adjustment
P97	P97	Fort Washington	P18	- General support for the extension of the route further into Fort Washington - Several comments requesting higher-frequency service on this route	Revised service levels to match existing Metrobus Route P18 frequency and operating hours
VIRGINIA					
A11	A11	Huntington- Pentagon	10A	- Strong support for increasing frequency on this route - Several comments requesting more direct connections to and from Del Ray to Metro stations and/or downtown Washington, DC - A few comments support bringing back the 10E, which had service to Rosslyn Station	Revised service levels to match existing Metrobus Route 10A frequency and operating hours

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
A12	A12	Ballston-Hunting Point	10B	- General support for fewer stops or limited-stop service for this route - Several comments requesting higher-frequency service since the other route on this corridor (A70) doesn't serve Shirlington	Revised service levels to match existing Metrobus Route 10B frequency and operating hours
A1X	A1X	Pentagon City-Potomac Yard	MW1	- Several comments requesting higher-frequency service on this route - A few comments requesting that this route use the 12th Street Busway	Revised service levels to match existing Metrobus Route MW1 frequency and operating hours
N/A	A25	Brookville-S Fairlington	8W, 22F	Strong opposition to the elimination of the 8W and the loss of service in Brookville and Seminary Valley	- Added a new route that serves Brookville, Seminary Valley, Fairlington, and the Pentagon using similar routing to the existing Metrobus Routes 8W and 22F. The new route also covers the Fairlington neighborhood previously served by the F66 in the summer 2024 network - Route will operate weekday, peak direction only
A27	A27	Landmark-N Fairlington	7A	- Widespread support for increasing frequency on this route, with many comments requesting the frequency matches that of the existing Route 7A - Several comments requesting that the hours of service match those of the existing Route 7A - Many comments requesting that the route use the 395 Express Lanes to travel more directly to the Pentagon	- Improved operating hours every day of the week - Improved frequency on weekdays - Revised service levels match existing Metrobus Route 7A frequency and operating hours on weekdays

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
A28	A28	Landmark-Holmes Run	21C	A few comments requesting higher-frequency service on this route	Revised service levels to match existing Metrobus Route 21C frequency and operating hours on weekdays
A29	A29	Alexandria W-Metro Center	7A	- General support for this route - A few comments requesting higher-frequency service on this route - A few comments requesting all-day service and weekend service on this route	- Due to funding constraints, implementation of this route is being deferred. This route could be a candidate for a Commuter Choice grant application - When implemented, will use adjusted routing to serve Fort Ward Heights
A40	A40	Columbia Pike-National Landing	16M, 16A, 16C, 16E	- General support for this route - Many comments requesting higher-frequency service in the Columbia Pike corridor, though a few comments indicating that service levels are acceptable - A few comments suggesting that late-night trips terminate at Franklin Square like the existing Route 16E	- Revised service levels to be 6-min frequency during rush hours, using funding from the Commuter Choice grant (Arlington County) - Revised service levels to be 12-minute frequency outside of rush hours
A49	A49	Columbia Pike-Metro Center	16C, 16E, 16Y	- Strong support for the connection between Bailey's Crossroads and Washington DC - Strong support for increasing frequency on this route due to overcrowding and at-capacity service on the existing Route 16A, 16C, and 16E - Many comments requesting all-day service and bi-directional service - A few comments suggesting the route be extended to Union Station	Minor increase in operating hours on weekdays

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
A58	A58	Wilson Bl- Farragut Sq	38B, 1A, 1B	- Widespread support for increasing frequency on this route, with many comments requesting the frequency matches that of the existing Route 38B - Several comments requesting higher-frequency service across the Key Bridge due to the Circulator elimination - General support for the hours of service for this route - Several comments requesting stop consolidation be considered on this route	- Adjusted routing to restore connection to Ballston Station - Revised service such that every other trip will operate between Ballston and Farragut Square and every other trip will operate between Seven Corners and Farragut Square. Service will operate at a 15-min frequency between Ballston and Farragut Square and a 30-min frequency between Seven Corners and Farragut Square - Increased weekend frequency to account for loss of DC Circulator service
A70	A70	Glebe Rd	23A, 23B, 23T	Mixed feedback on this route – many comments opposed removing the connection to Shirlington, Parkfairfax, Arlandria, Aurora Highlands, and Crystal City on this route, while several comments support faster trips for those traveling from one end of the route to another	- Adjusted routing to use Richmond Highway in both directions - Minor decrease in frequency
A71	A71	Ballston- King St	22A	- General support for this route, particularly the connection between Ballston or Shirlington and King Street-Old Town - Several comments from Parkfairfax residents expressing opposition to losing service to the Pentagon, Ballston, and other destinations, provided by the existing Route 22A	- Adjusted routing to connect to Parkfairfax community - Revised Saturday service levels to 60-minute frequency

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
A76	A76	Carlin Springs Rd	25B	• Strong support for increasing frequency on this route, especially during rush hour • Several comments requesting service later in the evening, especially on weekends	• Minor adjustment to service levels at start/end of service on weekends
A90	A90	Mark Center- Pentagon	7M	• General support for this route	• Revised service levels to match existing Metrobus Route 7M frequency and operating hours
F10	F1X	Richmond Hwy Express	REX	• General support for this route	• Revised service levels to match existing Metrobus Route REX frequency and operating hours • Changed route number to better reflect the route's limited stop service
F19	F19	Mt Vernon	11Y	• General support for increasing frequent on this route, especially on weekends • A few comments expressing concern about operating on 15th St NW due the cycle track and frequent closures on 15th Street for White House activities	• Revised service levels to match existing Metrobus Route 11Y frequency and operating hours
F20	F20	Leesburg Pike	28A	• Strong support for serving West Falls Church Station on this route • Many comments requesting higher-frequency service on this route, particularly outside of rush hours • A few comments expressing concern about the reliability of the existing Route 28A	• Revised service levels to match existing Metrobus Route 28A frequency and operating hours • Adjusted routing to serve West Falls Church Station

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
F23	F23	Little River Tpk-George Mason	29K	- Several comments requesting revisiting of stop locations along this route around George Mason University and Northern Virginia Community College for safety and to better coordinate CUE transfer - A few comments requesting earlier start times and later end times for this route	Revised service levels to match existing Metrobus Route 29K frequency and operating hours
F24	F24	Little River Tpk-Vienna	29N	- A few comments requesting earlier start times and later end times for this route - A few comments suggesting consolidation of bus stops along this route - A few comments suggesting timed transfers between the F60 and the F24	Revised service levels to match existing Metrobus Route 29N frequency and operating hours
F26	F26	Annandale- Seven Corners	26A	- Widespread support for restoring service to East Falls Church, like the existing Route 26A, with several comments also open to Dunn Loring as a Metro connection - A few comments requesting higher-frequency service on this route, especially during midday	- Revised weekday service levels to match existing Metrobus Route 26A frequency and operating hours on weekdays - Revised weekend service levels to operate 60-min frequency - Adjusted routing to extend route from Seven Corners to East Falls Church Station

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
F28	F28	Kings Park West	17K, 17G, 17B	• Strong support for increasing frequency on this route • Several comments requesting later morning service, earlier afternoon service, and weekend for this route • Several comments expressing concern that the F28 and F29 do not adequately cover areas that are served by the existing Routes 17G, 17K, and 17B • A few comments expressing concern about the reliability of this route, noting that there are reliability issues on the existing Routes 17B, 17G, and 17K	• Revised service levels to match existing Metrobus Route 17K frequency and operating hours
F29	F29	Braddock Rd	17G, 17K, 17B	• Strong support for increasing frequency on this route • Several comments expressing concern about the loss of service in North Springfield • Many comments expressing concern about the proposed routing, with several comments noting their trip would take longer compared to existing express service • Several comments requesting longer hours of service, including weekday outside of rush hours and weekend service	• No planned changes to routing or service levels

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
F44	F44	Columbia Pike-Pentagon	16A	Widespread support for increasing frequency on this route, with many comments expressing concern about an overall reduction of service in the Columbia Pike corridor	Minor reduction in trip frequency at start/end of service days
F50	F50	Washington Bl	2A, 2B	- Widespread support for increasing frequency on this route - General support for the extension to George Mason University, although a few comments expressing concern about this route's reliability due to its length and suggested an express option	- Adjusted routing to serve Vienna Station on all trips - Adjusted routing to provide service along Vaden Drive - Minor reduction in trip frequency at start/end of service
F60	F60	Arlington Bl-Fair Oaks	1A, 1B, 1C	- Widespread opposition to serving the Seven Corners Transit Center on this route with many comments expressing concern about how long this deviation will take - Widespread support for increasing frequency on this route, with many comments requesting the frequency matches that of the existing Route 1B - Many comments expressing concern about pedestrian safety on Arlington Boulevard - Several comments requesting that all patterns serve Vienna Station	Minor reduction in trip frequency at start/end of service

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
F62	F62	Pershing Dr- Arlington Bl	1B, 4B	- Widespread support for increasing frequency on this route, especially during rush hour - Several comments requesting that the F62 operate on Arlington Boulevard between Seven Corners and Rosslyn rather than Pershing Drive, like the former Metrobus Route 4A - A few comments requesting for coordinated scheduled departures between Metrobus and ART routes at Rosslyn	- Adjusted routing to terminate every other trip at Seven Corners on weekends. Service will operate at a 30-min frequency between Rosslyn and Seven Corners and a 60-min frequency between Seven Corners and Dunn Loring Station - Adjusted routing to remove access into Fairview Park during peak periods - Minor adjustment to service levels at start/end of service
F64	F64	Jermantown Rd	2B	- General support for both increasing the frequency and hours of service of this route - A few comments request coordinating this route's schedule with Fairfax Connector 463 through Vienna to provide 15-minute service on Maple Avenue - Several comments requesting that Metro add direct bus service between Tysons Corner and Bethesda - A few comments requesting that this route extend east to downtown McLean or Rosslyn at rush hour like the former Route 15M	- Adjusted routing to provide service between Fair Oaks and Vienna Station - Revised service levels to be 40-min frequency on weekdays

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
F66	A66	Culmore-Shirlington	16C, 22A, 22F	- Widespread support for increasing frequency, especially during rush hour - Strong opposition in Parkfairfax about the loss of connection to the Pentagon available on the existing Route 22A and many comments request restoring service to Parkfairfax, even if it operates only outside of rush hours when DASH's Pentagon service is unavailable - Several comments expressing concern that this route does not serve North Van Dorn Street between West Braddock Road and Menokin Drive. Of these, there is widespread support for restoring service along North Van Dorn Street, especially to the Park Place Condos. - A few comments expressing support for the direct connection this route provides between Clarendon and the Pentagon	- Adjusted routing to remove service into South Fairlington on this route. Adjusted routing of the A25 to ensure no gaps were left in the network due to this adjustment - Revised service levels to be 30-min frequency Monday through Saturday and 60-min frequency on Sunday - Changed route number to better connect route to other Arlington/Alexandria-based routes - See Routes A25 and A71 for additional changes that address comment(s) on this route

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
F81	F81	Burke Centre	18J, 18P	• Several comments requesting more trips on this route due to crowding on the existing Route 18P • Many comments requesting that service operate later weekdays and on weekends • A few comments requesting an express service between the Rolling Valley Park and Ride to Pentagon • A few comments requesting additional stops in several locations, including: Franconia-Springfield Station, the Monument Commuter Parking Garage near Fair Oaks Mall, the Fairfax County Government Center, and in downtown DC (L'Enfant Plaza or Metro Center)	• Revised service levels to match existing Metrobus Route 18J/P frequency and operating hours
F83	F83	Cardinal Forest	18G	• A few comments requesting this route operate later in the morning and afternoon • Mixed feedback about weekend service, with a few comments requesting weekend service and a few comments stating it is not needed • A few comments requesting a connection to the Virginia Railway Express on this route	• Revised service levels to match existing Metrobus Route 18G frequency and operating hours

Route Number (in the proposed 2025 Network)	New Route Number (in the 2025 Network)	New Route Name (in the 2025 Network)	Similar Current Routes	Comment Summary	Service Planning Changes for the 2025 Network
F85	F85	Little River Tpk- Pentagon	29G	- Many comments requesting this route to operate in both directions - Many comments requesting service operate later in the evening, with several comments requesting that service operate until 9:30 p.m.	Revised service levels to match existing Metrobus Route 29G frequency and operating hours