

DISTRICT OF COLUMBIA

Proposed Metrobus Service Changes

DC-DULLES LINE – ROUTE 5A

BUDGET

- Current annual subsidy: \$969,254
- Estimated annual subsidy reduction (Option 1): \$969,254
- Estimated annual subsidy reduction (Option 2): \$969,254

ROUTE / SEGMENT ELIMINATION

Option 1

- Eliminate all Route 5A service.

Option 2

- Increase the fare on this route from \$7.00 to \$9.75.

ALTERNATIVE SERVICE AVAILABLE

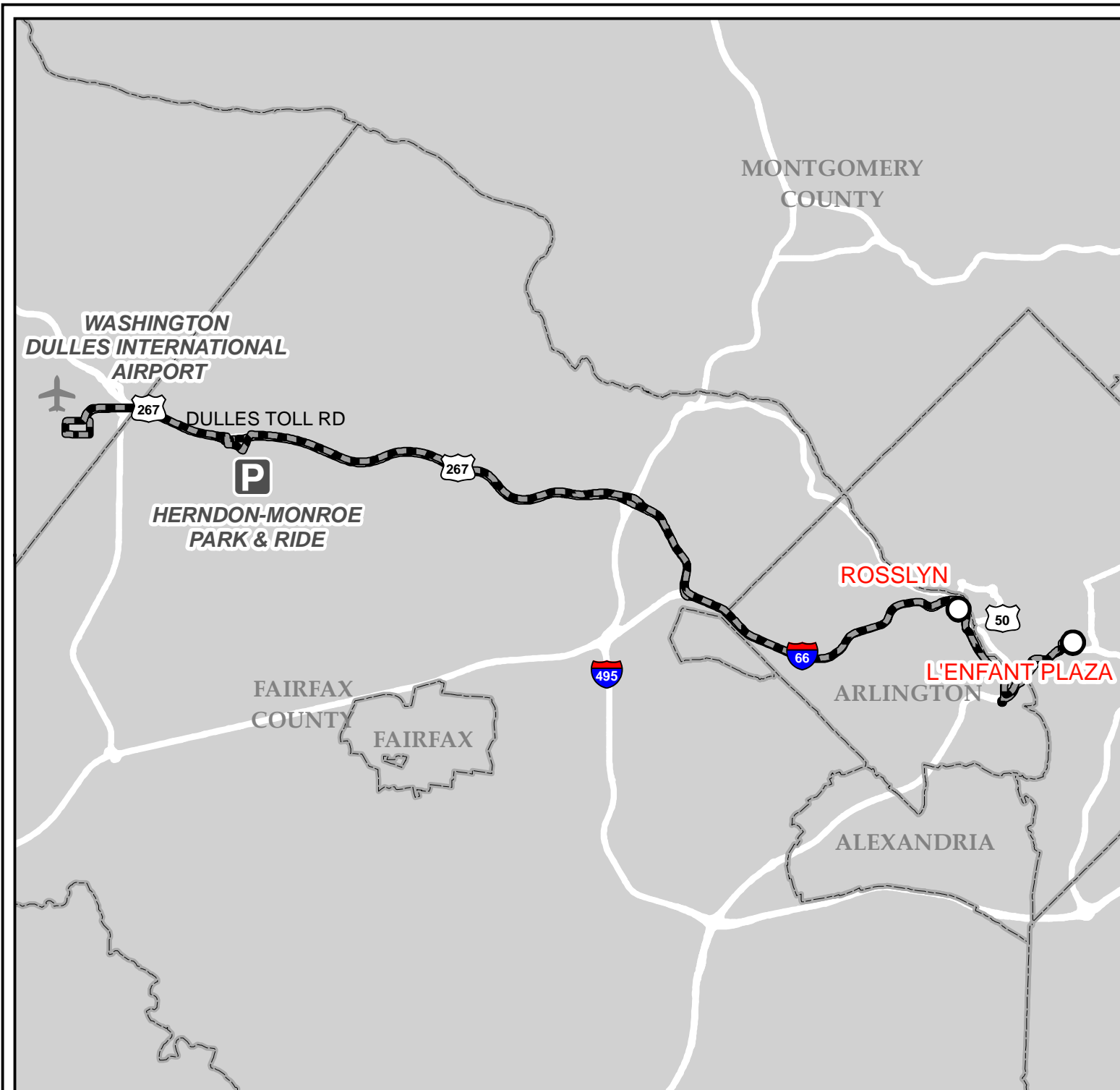
- Metrorail Silver Line and Fairfax Connector routes 981 and 983 provide alternative service from Wiehle-Reston East Metrorail Station.

REASON FOR PROPOSAL

- Reduce costs.
- Alternative services available.

PERFORMANCE MEASURES

Performance Measure	Route 5A	WMATA Guideline	Pass/Fail
Average Weekday Riders	986	432	Pass
Cost Recovery	66.09%	16.6%	Pass
Subsidy per Rider	\$3.17	\$4.81	Pass
Riders per Trip	15,9	10.7	Pass
Riders per Revenue Mile	0.5	1.3	Fail






5A

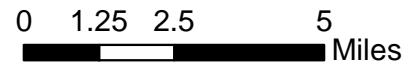
DC-Dulles Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated 5A
-  Roads



WISCONSIN AVENUE LIMITED LINE – ROUTE 37

BUDGET

- Current annual subsidy: \$680,000
- Estimated annual subsidy reduction: \$680,000

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 37 service.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus routes 30N, 30S, and 33 provide alternative service along upper Wisconsin Avenue NW between Friendship Heights and Massachusetts Avenue NW to Farragut Square, McPherson Square, and Federal Triangle.
- Metrobus Route N2 provides alternative service along upper Wisconsin Avenue NW between Friendship Heights and Nebraska Avenue NW to Dupont Circle and Farragut Square.

REASON FOR PROPOSAL

- High subsidy per rider.
- Alternative services available.

PERFORMANCE MEASURES

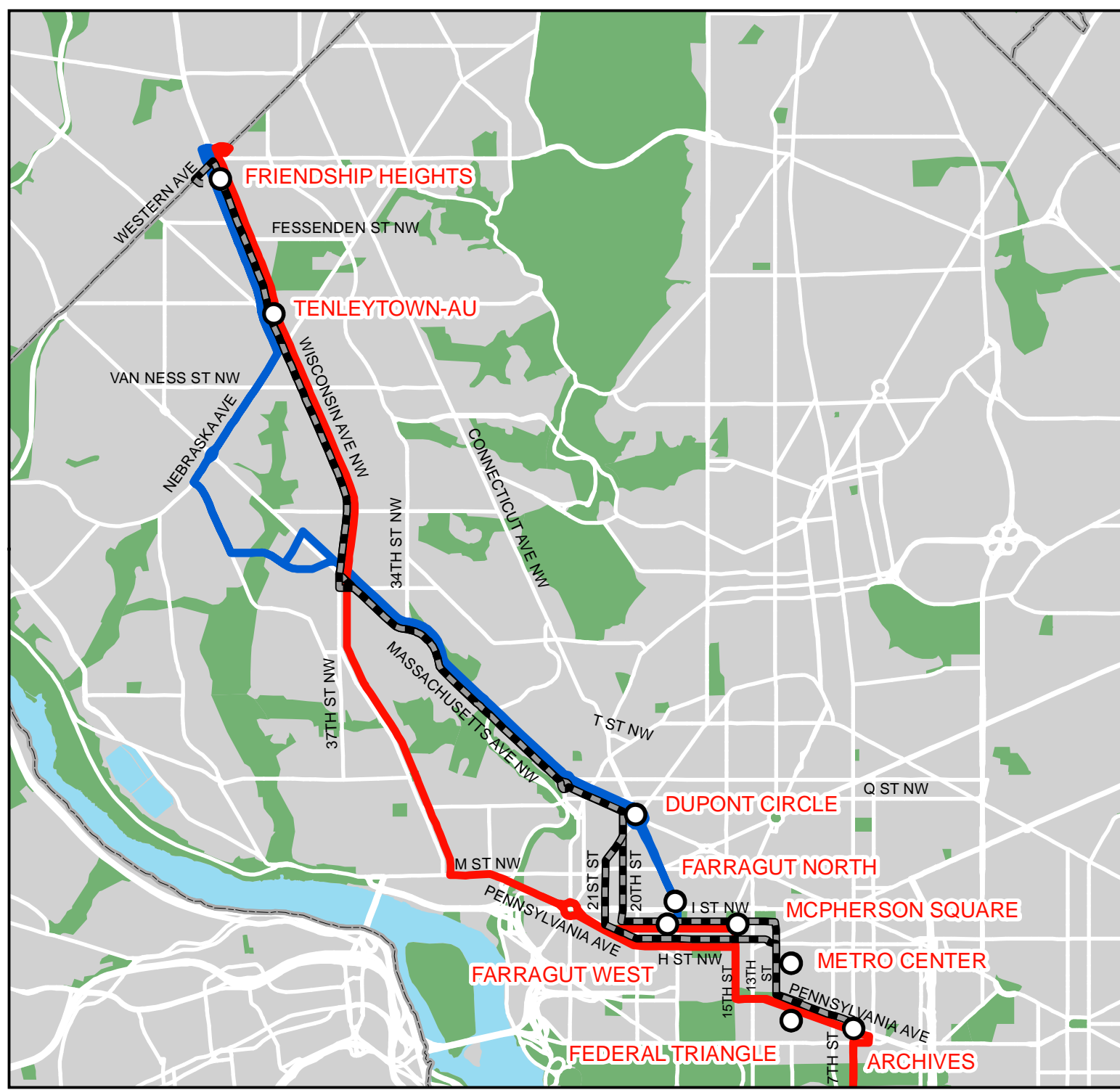
Performance Measure	Route 37	WMATA Guideline	Pass/Fail
Average Weekday Riders	599	432	Pass
Cost Recovery	13.7%	16.6%	Fail
Subsidy per Rider	\$7.37	\$4.81	Fail
Riders per Trip	27.2	10.7	Pass
Riders per Revenue Mile	4.1	1.3	Pass

37

Wisconsin Avenue Limited Line

Proposed Route Elimination

Propuesta de la eliminación de la ruta



Legend

- Metrorail Stations
- Proposed to be eliminated 37
- Alternative 30N, 30S service
- Alternative N2 service
- Roads

0 0.5 1 Miles

FORT LINCOLN SHUTTLE LINE – ROUTES B8, B9

BUDGET

- Estimated annual subsidy reduction: \$451,277

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route B8 and B9 service.

ALTERNATIVE SERVICE AVAILABLE

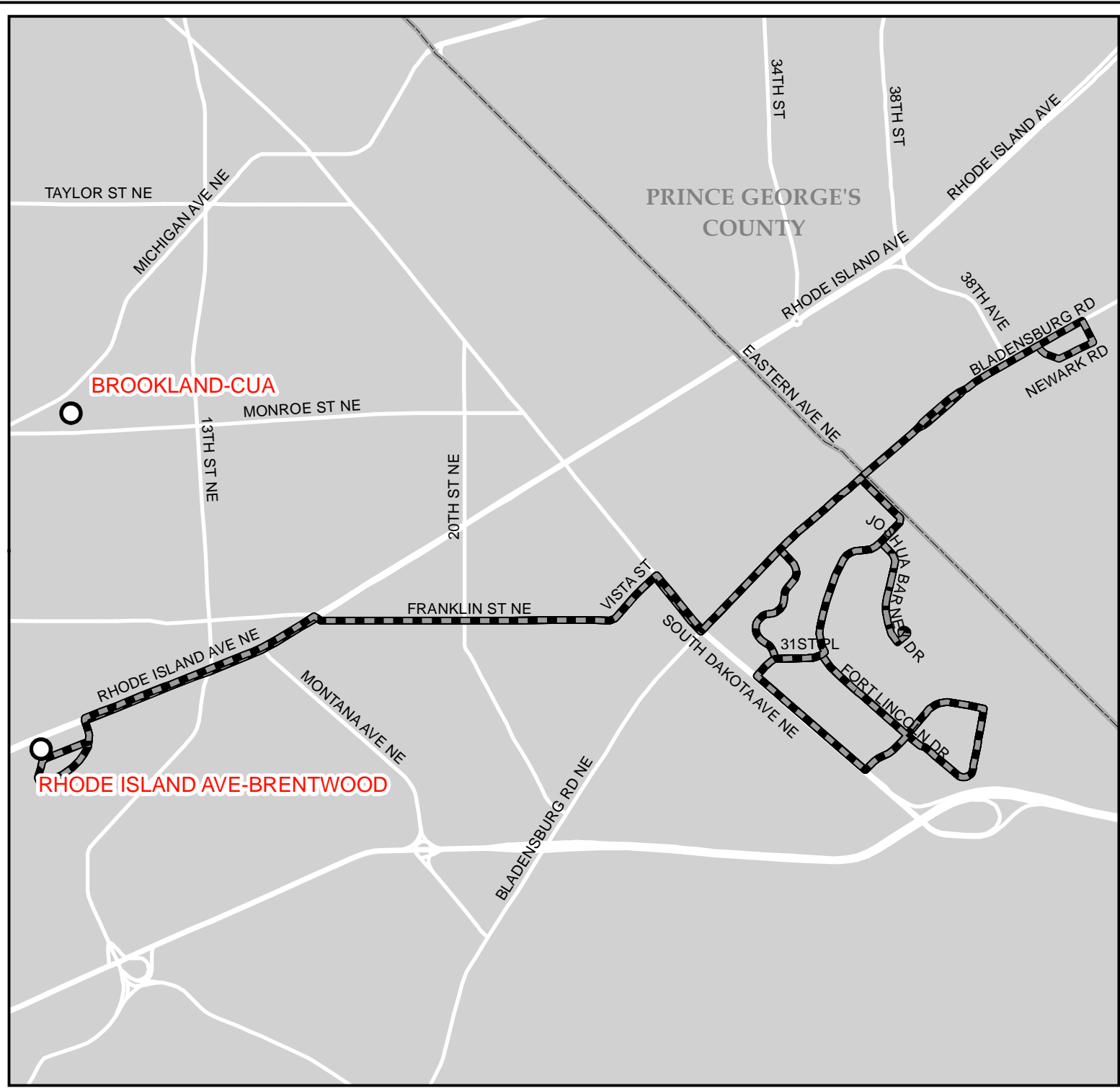
- Metrobus routes 82, 83, 86, T14, T18, and MetroExtra G9 on Rhode Island Avenue.
- Metrobus Route H6 would be restructured to serve both the Rhode Island Ave and Brookland-CUA Metrorail stations, and be extended to Colmar Manor weekday middays.

REASON FOR PROPOSAL

- High subsidy per rider.
- Alternative services available.

PERFORMANCE MEASURES

Performance Measure	Routes B8, B9	WMATA Guideline	Pass/Fail
Average Weekday Riders	525	432	Pass
Cost Recovery	25.55%	16.6%	Pass
Subsidy per Rider	\$3.41	\$4.81	Fail
Riders per Trip	9.5	10.7	Fail
Riders per Revenue Mile	2.4	1.3	Pass






B8,9

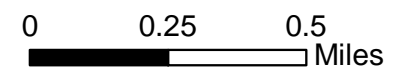
Fort Lincoln Shuttle Line

Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated B8,9
-  Roads



RHODE ISLAND AVENUE LIMITED LINE – ROUTE G9

(Route G9 is a new limited-stop MetroExtra service scheduled to begin March 2017.)

BUDGET

- Cost neutral.

PROPOSED EXTENSION

- Extend MetroExtra Route G9 from Rhode Island and Eastern avenues NE to Fort Lincoln (Fort Lincoln Drive & 33rd Place NE).
- Service would operate during weekday rush hours, approximately every 18-20 minutes from 6 a.m. to 9 a.m., and from 3 p.m. to 7 p.m. in both directions.
- Route G9 would serve the following proposed stops in Fort Lincoln:
 - Fort Lincoln (Fort Lincoln Drive & 33rd Place NE at Petersburg Apartments)
 - The Shops at Dakota Crossing (Lowes and Costco)
 - Fort Lincoln Drive & 31st Place NE
 - Eastern Avenue & Bladensburg Road NE

ALTERNATIVE SERVICE AVAILABLE

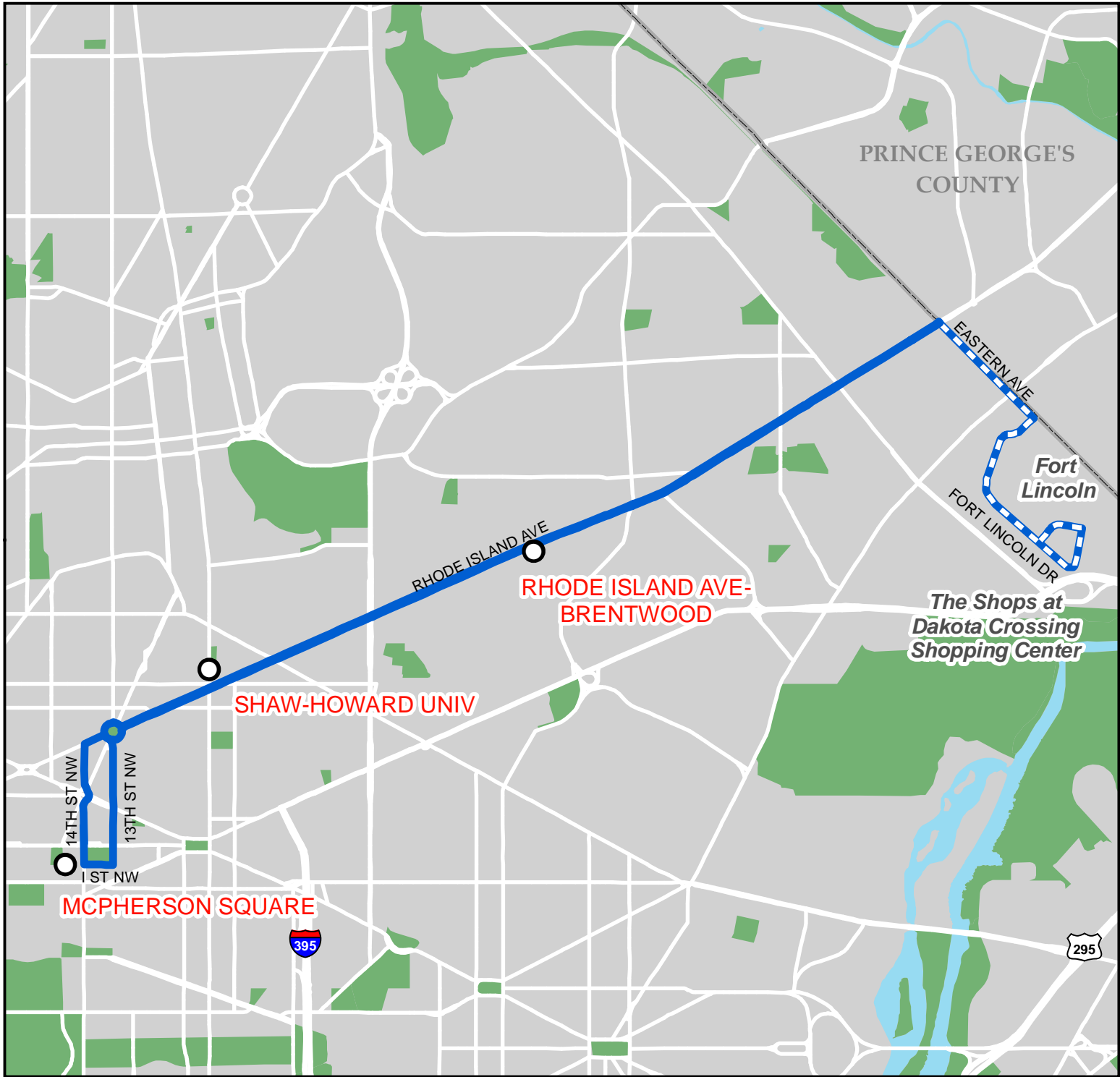
- Route G9 will provide service alternatives for Route B8 and B9 riders between Fort Lincoln and the Rhode Island Avenue corridor.

REASON FOR PROPOSAL

- Respond to ongoing dialogue with the community and District Department of Transportation (DDOT) concerning Fort Lincoln transit service, including to provide limited-stop MetroExtra service between Fort Lincoln and downtown DC.
- Respond to proposed elimination of routes B8 and B9.

PERFORMANCE MEASURES

- The extension to Fort Lincoln is estimated to add approximately 10 passengers per trip, for a total of 560 additional daily passengers (30 passengers per trip). Metrobus performance guidelines indicate there should be at least 10.7 riders per trip.







G9

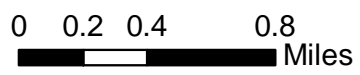
Rhode Island Avenue Limited Line

Proposed Route Extension

Propuesta de la extensión de la ruta

Legend

-  Metrorail Stations
-  Route G9
-  Proposed G9 extension
-  Roads



BROOKLAND-FORT LINCOLN LINE – ROUTE H6

BUDGET

- Estimated annual subsidy reduction: \$300,000

RESTRUCTURE SERVICE

- Restructure between Fort Lincoln and the Brookland-CUA and Rhode Island Ave Metrorail stations as follows:
 - Westbound trips from Fort Lincoln would operate to Rhode Island Ave Metrorail station, then to Brookland-CUA Metrorail station along the current H6 route (14th Street, Quincy Street, Michigan Avenue).
 - Eastbound trips to Fort Lincoln would leave Brookland-CUA Metrorail station, operate along the current H6 route to 14th & Franklin Streets NE, then continue 14th Street NE, Rhode Island Avenue, serve Rhode Island Ave Metrorail station and continue to Fort Lincoln.
- Reroute in Fort Lincoln to serve Banneker Drive and the new section of Commodore Joshua Barney Drive NE.
- Extend Route H6 weekday midday service to Colmar Manor to replace Route B9. Service hours to Colmar Manor would be extended by an additional hour to 4:30 p.m.
- Frequency would be reduced to operate as follows:

	Weekday Rush Hour	Weekday Midday	Weekday Evening	Saturday	Sunday
Current	15 minutes	18 minutes	25 minutes	26 minutes	26 minutes
Proposed	15-17 minutes	30 minutes	30 minutes	30 minutes	30 minutes

ROUTE / SEGMENT ELIMINATION

- 31st Place NE between South Dakota Avenue and Banneker Drive.
- Fort Lincoln Drive NE between 31st Place and Commodore Joshua Barney Drive.
- Franklin Street NE between Rhode Island Avenue and 14th Street.

ALTERNATIVE SERVICE AVAILABLE

- All eliminated Metrobus Route B8 and B9 segments are within two blocks of the proposed Route H6 segments.

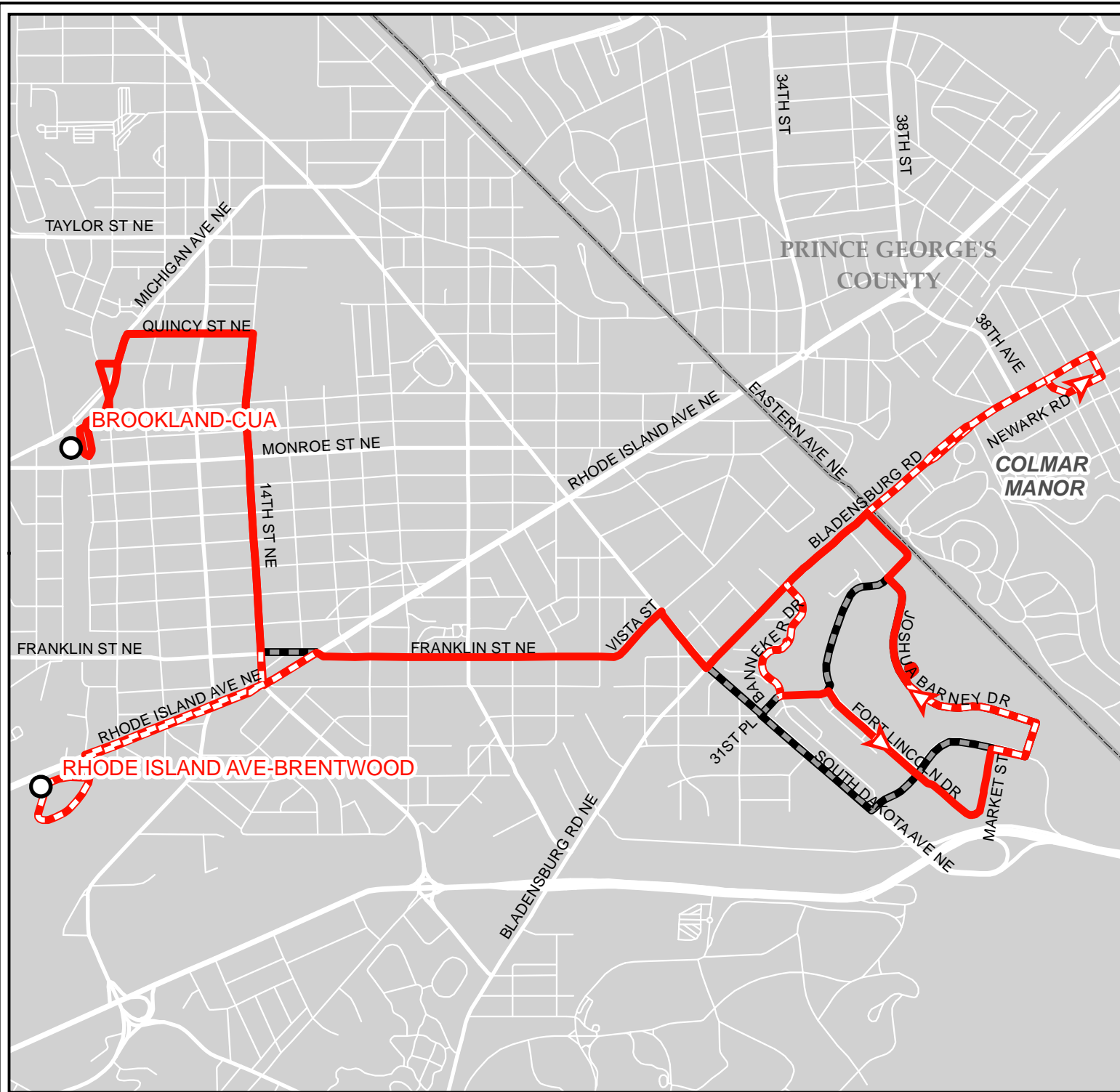
REASON FOR PROPOSAL

- Reduce costs.
- Respond to ongoing dialogue with the community and District Department of Transportation (DDOT) concerning Fort Lincoln transit service.
- Respond to proposed elimination of routes B8 and B9.

PERFORMANCE MEASURES

Performance Measure	Route H6	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,376	432	Pass
Cost Recovery	21.92%	16.6%	Pass
Subsidy per Rider	\$4.17	\$4.81	Fail
Riders per Trip	9.0	10.7	Fail
Riders per Revenue Mile	2.1	1.3	Pass

- The discontinuation of Metrobus routes B8 and B9 would add approximately 500 weekday riders to Route H6 (from 1,376 to 1,876 daily riders), increasing the weekday average per trip boardings from 9.0 to 16.3 passengers per trip. The WMATA performance standards indicate there should be at least 10.7 boardings per trip.








H6

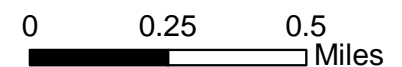
Brookland - Fort Lincoln Line

Proposed Route Modifications

Propuesta de la modificación de la ruta

Legend

-  Metrorail Stations
-  Route H6
-  Proposed H6 Extensions
-  Proposed to be eliminated H6
-  Roads



16TH STREET LINE – ROUTES S2, S4 & 16TH STREET LIMITED LINE – ROUTE S9

BUDGET

- Cost-neutral 16th Street NW corridor service restructure.

RESTRUCTURE SERVICE

- Change some local Metrobus Route S2 and S4 service to limited-stop MetroExtra Route S9 service on weekdays and Saturdays.
- Add weekday midday Route S9 service with a 20 minute frequency.
- Add Saturday Route S9 service with a 20 minute frequency.
- Add northbound and southbound Route S9 stops at Alaska Avenue & Dahlia Street NW.
- Increase the frequency of Route S9 service during weekday rush hours from 7.5 minutes to 6 minutes between Silver Spring and Missouri/Colorado avenues NW, and from 7.5 minutes to 3 minutes from Missouri/Colorado avenues NW to Franklin Square.
- The tables below outline existing and proposed frequencies of service (minutes):

Existing Weekday Rush Hour				
	S2	S4	Combined S2/S4	S9
Silver Spring	15	15	7.5	7.5
Eastern / Alaska	15	n/a	7.5	7.5
16 th / Kalmia	n/a	15	15	n/a
16 th / Colorado	6	15	4	7.5
Federal Triangle	15	15	7.5	n/a

Proposed Weekday Rush Hour				
	S2	S4	Combined S2/S4	S9
Silver Spring	20	20	10	6
Eastern / Alaska	20	n/a	20	6
16 th / Kalmia	n/a	20	20	n/a
16 th / Colorado	20	20	10	3
Federal Triangle	20	20	10	n/a

Existing Weekday Midday				
	S2	S4	Combined S2/S4	S9
Silver Spring	15	15	7.5	n/a
Eastern / Alaska	15	n/a	15	n/a
16 th / Kalmia	n/a	15	15	n/a
16 th / Colorado	15	15	7.5	n/a
Federal Triangle	15	n/a	15	n/a

Proposed Weekday Midday				
	S2	S4	Combined S2/S4	S9
Silver Spring	30	30	15	15
Eastern / Alaska	30	n/a	30	15
16 th / Kalmia	n/a	30	30	n/a
16 th / Colorado	30	30	15	15
Federal Triangle	30	30	15	n/a

Existing Saturday				
	S2	S4	Combined S2/S4	S9
Silver Spring	12	12	6	n/a
Eastern / Alaska	12	n/a	12	n/a
16 th / Kalmia	n/a	12	12	n/a
16 th / Colorado	12	12	6	n/a
Federal Triangle	12	12	6	n/a

Proposed Saturday				
	S2	S4	Combined S2/S4	S9
Silver Spring	20	20	10	20
Eastern / Alaska	20	n/a	20	20
16 th / Kalmia	n/a	20	20	n/a
16 th / Colorado	20	20	10	20
Federal Triangle	20	20	10	n/a

- All Sunday Route S4 trips would be extended to Federal Triangle. Sunday Route S2 and S4 service would change from every 21 minutes to every 23 minutes, for a combined frequency of 12 minutes.
- Service on seven weekday morning rush hour trips on 14th Street NW between Decatur Street and Missouri Avenue will be eliminated due to local trips converting to Route S9 trips.

REASON FOR PROPOSAL

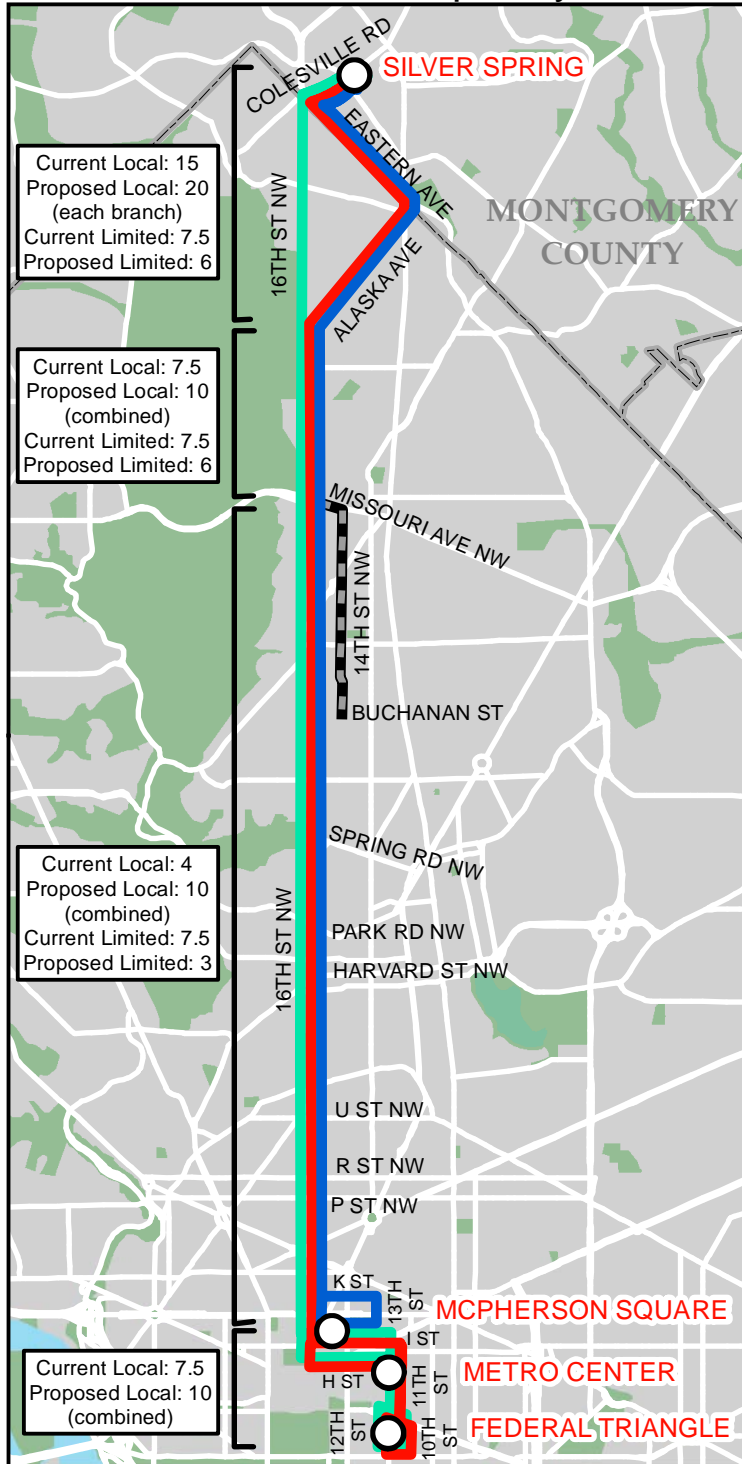
- Proposed changes were recommended by DDOT's *16th Street NW Transit Priority Planning Study (April 2016)*:
 - To better match the demand for limited-stop MetroExtra service on 16th Street;
 - To alleviate overcrowding in the corridor by increasing the number of Route S9 trips, which have a faster travel time than local Route S2 and S4 trips, allowing for a net gain in number of trips; and
 - To make 16th Street corridor service easier to understand for customers.

PERFORMANCE MEASURES

Performance Measure	Routes S2, S4	Route S9	WMATA Guideline	Pass/Fail
Average Weekday Riders	13,258	3,913	432	Pass
Cost Recovery	38.79%	39.76%	16.6%	Pass
Subsidy per Rider	\$1.85	\$1.77	\$4.81	Pass
Riders per Trip	36.9	37.0	10.7	Pass
Riders per Revenue Mile	4.8	4.8	1.3	Pass

- Current morning rush hour Route S2 trips are 90% full and Route S4 trips are 96% full, on average. Route S9 trips are 128% full, on average. WMATA service guidelines indicate that the maximum should be 120% for this service type.
- Current afternoon rush hour Route S2 trips are on average 89% full and Route S4 trips are 82% full, on average. Route S9 trips are 124% full, on average. WMATA service guidelines indicate that the maximum should be 120% for this service type.

Rush Hour Frequency



Midday and Saturday Frequency



S2, S4

16th Street Line

S9

16th Street Limited Line

Proposed Frequency Modifications

Propuesta de las modificaciones de la frecuencia del servicio

Legend

- Metrorail Stations
- Proposed to be eliminated S2
- Route S2
- Route S4
- Route S9
- Roads



0 0.5 1 Mile