



Network Redesign

Phase 2 Engagement Summary
Appendix: Route-Level Comment Summaries

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In spring 2023, we shared the **draft Visionary Network**—the future bus network the region needs—and interacted with thousands of customers, community members, advocates, bus operators, employees, and elected officials. Through interactive online tools and **more than 60 events** on board buses, at libraries, in community spaces, and more, we received **more than 8,000 comments** on the draft Visionary Network routes. This document summarizes what we heard from customers and stakeholders on the draft Visionary Network, by route, as part of our Phase 2 communications and engagement efforts.

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.*



More than 8,000
comments on routes



More than 60 events
across the region

Click below to view the draft Visionary
Network routes!

[View the routes in English](#)

[Ver las rutas en español](#)

Table of Contents

Route	Name	Similar Current Routes	Page
DISTRICT OF COLUMBIA			
DC100	Sibley Hospital – Union Station	G2, D6, 96	1
DC101	Bethesda – National Archives	31, 33	1
DC102	Bethesda – Farragut Square	L2, L8	1
DC103	Tenleytown – Brookland/CUA	H2, H4	2
DC104	Van Ness-UDC – Union Station	42, 43, H4	2
DC105	Silver Spring – Federal Triangle	S2, S9	2
DC106	Takoma – L’Enfant Plaza	52, 54	2
DC107	Takoma – L’Enfant Plaza	70, 74, 79	2
DC108	Duke Ellington Bridge – Anacostia	90, 92, 96	3
DC109	Duke Ellington Bridge – Congress Heights	90, 92, 96	3
DC110	Fort Totten – Franklin Square	80	3
DC111	Potomac Park – Southern Avenue	32, 36	3
DC112	Farragut Square – Capitol Heights	X2, X9	3
DC113	Farragut Square – Minnesota Avenue	X2, X9	4
DC114	West Hyattsville – Anacostia	B2	4
DC115	Union Station – Deanwood	W4, 96	4
DC116	River Terrace – Deanwood	U4	4
DC117	Navy Yard – Capitol Heights	V2, V4	4
DC118	Anacostia – Minnesota Avenue	V7, V8, W4	4
DC119	Potomac Avenue – Minnesota Avenue	U5, U6, M6	4
DC120	Anacostia – Southern Avenue	A2, A6, A8	5
DC121	Anacostia – Eastover	A2, A6, A7	5
DC122	Anacostia – National Harbor	A2, A4, A8, D14, P18, W14 TheBus 35, 37	5
DC200	Sibley Hospital – Fort Totten	M4, E4	5
DC201	Barnaby Woods – Foggy Bottom	M4, N2, D2	5
DC202	Tenleytown – Stadium-Armory	N2, N4, N6, 96, D6	5
DC203	Friendship Heights – Fort Totten	E4	6
DC204	Takoma – Federal Triangle	62, 63	6
DC205	Fort Totten – Federal Triangle	64	6
DC206	Farragut Square – Brookland/CUA	H8	6
DC207	Fort Totten – Deanwood	E2	6
DC208	Fort Totten – Union Station	E2, D8	6
DC209	West Hyattsville – NoMa	D8, G8, E4, R1, R2, F6 TheBus 13A, 19	7
DC210	West Hyattsville – Rhode Island Ave/Brentwood	G8, R4	7
DC211	Washington Hospital Center – Franklin Square	E2, D4, D8	7

TABLE OF CONTENTS

Route Name	Similar Current Routes	Page
DC212 Brookland/CUA – Fort Lincoln <i>H6</i>		7
DC213 Woodley Park – Capitol Heights <i>90, 92, 96, X2, X9</i>		7
DC214 Chinatown – Fort Lincoln <i>G8, T18, H6, T14</i>		8
DC215 Chinatown – Fort Lincoln		8
DC216 Kennedy Center – Stadium-Armory <i>D4, D6</i>		8
DC217 National Archives – Southern Avenue <i>P6, W2, W3, W6, W8</i>		8
DC218 Foggy Bottom – Naylor Road <i>36</i>		8
DC219 L'Enfant Plaza – Fort Lincoln <i>B2, P6</i>		8
DC220 Carver Langston – Eastern Market <i>X8</i>		9
DC221 Deanwood – Naylor Road <i>U5, U6, U7, 36</i>		9
DC222 Anacostia – Deanwood <i>W4, W6, W8</i>		9
DC223 Anacostia –Skyland <i>W4, W6, W8, V7</i>		9
DC224 Bellevue – Naylor Rd <i>A4, W1, W8, A6, A7, W2, W3, W4, W6, V7</i>		9
DC225 Anacostia – United Medical Center <i>W2, W3, W6, W8</i>		9
DC226 Anacostia – Eastover <i>W2, W3, W1, A2, A4</i>		10
DC300 Bethesda – Duke Ellington Bridge <i>96, N4, N6</i>		10
DC301 Silver Spring – Fort Totten <i>K2, S2, 54, 59</i>		10
DC302 Fort Totten – Union Market <i>P6</i>		10
DC303 Foggy Bottom – Washington Hospital Center		10
DC304 Minnesota Avenue – Forestville <i>V7, V8, U5, U6, F14, J12</i>		10
DC305 Anacostia – United Medical Center <i>W2, W3</i>		11
DC400 Blue Plains – Anacostia <i>W5</i>		11
MARYLAND		
MD140 Montgomery Mall – Silver Spring <i>J1, J2</i>		11
MD141 Shady Grove – Silver Spring <i>Q1, Q2, Q4, Q5, Q6</i>		11
MD142 Olney – Bethesda <i>Y2, Y7, Y8, L8</i>		11
MD143 North Bethesda – Hyattsville Crossing <i>C2, C4, C8</i>		12
MD144 Colesville – Fort Totten <i>K6, K9, C8, Z2</i>		12
MD145 Silver Spring – New Carrollton <i>F4, T14</i> <i>TheBus 13A, 14, 19</i>		12
MD146 Rhode Island Ave/Brentwood – New Carrollton <i>83, 86, F1, F2, F13, T14, T18, TheBus 18</i>		12
MD147 New Carrollton – Suitland <i>P12, A12, TheBus 18</i>		12
MD148 Eastover – Suitland <i>P12, NH1</i>		12
MD149 Equestrian Center – Courthouse <i>TheBus 51X</i>		12
MD230 Germantown – Bethesda		13
MD231 Lakeforest Transit Center – Rockville		13
MD232 Germantown – Lakeforest Transit Center		13
MD233 Columbia – Silver Spring		13
MD240 Tysons Westpark – Bethesda		13
MD241 North Bethesda – White Oak Medical Center <i>C8</i>		13
MD242 Silver Spring – Laurel <i>Z2, Z6, Z7, Z8</i>		13
MD243 White Oak Medical Center – Fort Totten <i>K6, K9</i>		14

TABLE OF CONTENTS

Route Name	Similar Current Routes	Page
MD244 White Oak Medical Center – Fort Totten <i>R1, R2, TheBus 18</i>		14
MD245 Fort Totten – College Park <i>F6, F8</i>		14
MD246 West Hyattsville – Greenbelt <i>C2, TheBus 18</i>		14
MD247 Takoma Langley – New Carrollton <i>83, 86, C2, F4, F8, TheBus 14, 17</i>		14
MD248 White Oak Medical Center – Hyattsville Crossing <i>83, 86, TheBus 14, 17</i>		14
MD249 Rhode Island Ave-Brentwood – Greenbelt <i>83, 86, C2, T14, T18, TheBus 14, 17</i>		15
MD250 Rhode Island Ave-Brentwood – College Park <i>83, 86, T14, T18, TheBus 14, 17</i>		15
MD251 Laurel – Greenbelt <i>89M</i>		15
MD252 Mount Rainier – New Carrollton <i>T14, F4, TheBus 14</i>		15
MD253 Greenbelt – Deanwood		15
MD254 College Park – New Carrollton <i>F6, TheBus 14</i>		15
MD255 College Park – Landover <i>A12, F6, F13, TheBus 14</i>		15
MD256 Prince George's Hospital Center – Downtown Largo <i>A12, TheBus 28</i>		16
MD257 New Carrollton – Branch Avenue <i>V12, F14, K12</i>		16
MD258 Stadium-Armory – Downtown Largo <i>96, C21, C22, C29</i>		16
MD259 Deanwood – Penn Mar Shopping Center <i>V14</i>		16
MD260 Addison Road – Penn Mar Shopping Center <i>J12, F14, V12</i>		16
MD261 Suitland – Westphalia <i>K12, P12, J12, TheBus 20</i>		16
MD262 Capital Crossing Apartments – Suitland <i>TheBus 34</i>		17
MD263 King St-Old Town – Suitland <i>D12, NH1, NH2</i>		17
MD264 Oxon Hill – Suitland <i>D12, D14, H12, P18, TheBus 33, 35</i>		17
MD265 Southern Avenue – National Harbor <i>D12, NH1, P12, TheBus 35, 37</i>		17
MD330 Potomac – Grosvenor-Strathmore		17
MD331 Rockville – North Bethesda		17
MD332 Germantown – Silver Spring		17
MD333 Clarksburg – Bethesda		18
MD334 Silver Spring – Calverton		18
MD340 Potomac – Silver Spring <i>T2, J1, J2</i>		18
MD341 Leisure World – Friendship Heights <i>L8</i>		18
MD342 Takoma – Capitol Heights <i>F1, F2, F8, F12, F13, T18, A12, TheBus 13A, 18, 19</i>		18
MD343 Brookland/CUA – Hyattsville Crossing <i>R4, F1, F2, F6, TheBus 18</i>		18
MD344 Highview – Cheverly <i>F8, F1, F2, R4, TheBus 13A, 19</i>		18
MD345 White Oak Medical Center – College Park <i>C8, K6, Z6</i>		19
MD346 White Oak/FDA – Laurel <i>Z6, Z7, 89M</i>		19
MD347 Laurel – Bowie <i>89M, B22, B21</i>		19
MD348 Cherry Hill – Glenn Dale <i>83, G14, F6, TheBus 14, 17</i>		19

TABLE OF CONTENTS

Route Name	Similar Current Routes	Page
MD349 New Carrollton – Bowie State	G14, B27, G12	19
MD350 Greenbelt – New Carrollton	G12, TheBus 11, 16	19
MD351 Greenbelt – New Carrollton	G12, G14 TheBus Routes 11, 16	20
MD352 Cheverly – New Carrollton	F13, T18, TheBus 18	20
MD353 New Carrollton – Glenn Dale	B24, F13	20
MD354 New Carrollton – Bowie State	B21, B22, B24, C29	20
MD355 Downtown Largo – Bowie	C21, C22, C26, C29	20
MD356 Downtown Largo – Collington	C21, C22, C26, C29	20
MD357 New Carrollton – Upper Marlboro	C21, C22, C26, C29 TheBus 21, 21X	20
MD358 Landover – Downtown Largo	A12, F12	21
MD359 Cheverly – New Carrollton	F12, TheBus 18	21
MD360 Cheverly – Downtown Largo	F14, C21, C22, C29 TheBus 23	21
MD361 Woodmore Towne Centre – PGCC	C21, C22, C26, C29, TheBus 21, 28	21
MD362 Addison Road – Downtown Largo	C21, C22, C26, C29, TheBus 26	21
MD363 New Carrollton – Naylor Road	F14, A12, J12	21
MD364 Addison Road – Penn Mar Shopping Center	TheBus 23, 24	21
MD365 Capitol Heights – Forestville	TheBus 24	22
MD366 Suitland – Penn Mar Shopping Center	V12, J12	22
MD367 Suitland – Broad Creek	D14, TheBus 37	22
MD368 Suitland – Upper Marlboro	TheBus 20	22
MD369 Villages of Marlborough – Upper Marlboro	TheBus 53	22
MD370 Meadows – Upper Marlboro via Rosaryville		22
MD371 Branch Avenue – Southern Maryland Hospital Center	D14, TheBus 30	23
MD372 Naylor Road – Branch Avenue	C12, C14	23
MD373 Naylor Road – County Southern Regional Complex	H12, TheBus 32, 33, 35	23
MD374 Naylor Road – Clinton	C12, H12, TheBus 32	23
MD375 Southern Avenue – Branch Avenue	D14, NH1 TheBus 33, 35	23
MD376 Southern Avenue – Friendly	W14, TheBus 35	23
MD377 Southern Avenue – Fort Washington	P18, D14	24
MD378 Branch Avenue – Waldorf	C11, C13, TheBus 36	24
MD440 Greenbelt – New Carrollton	TheBus 15X	24
MD441 Accokeek – Southern Avenue	P18	24
VIRGINIA		
VA180 Tysons Westpark – King St-Old Town	28A	24
VA181 Van Dorn St – Pentagon	7A	24
VA182 Pentagon – Huntington	MW1	24
VA183 King St-Old Town – Fort Belvoir	REX	25
VA184 Culmore – Crystal City	16C, 16E, 16H, 16M	25

TABLE OF CONTENTS

Route	Name	Similar Current Routes	Page
VA280	Dunn Loring-Merrifield – Rosslyn	IB, 4B	25
VA281	GMU – Ballston-MU	2ACUE Gold 2a	25
VA282	Fair Oaks – Ballston-MU	1C, 1A	25
VA283	Seven Corners Transit Center – Farragut Square	38B, 1A	25
VA284	Vienna/Fairfax – GMU Loop	CUE Gold 1, Gold 2	25
VA285	Fair Oaks – Vienna/Fairfax	CUE Green 1, Green 2	26
VA286	Clarendon – Mark Center	25B	26
VA287	Ballston-MU – Hunting Point	10B	26
VA288	Pentagon – Braddock	10A	26
VA289	Van Dorn Street – Pentagon	7A	26
VA290	Fair Oaks – Pentagon	17B, 17G, 17K, 17M	26
VA291	GMU – King St-Old Town	29K	26
VA380	Tysons Corner Center – Ballston-MU	23A	27
VA381	Tysons Westpark – GMU		27
VA382	Fair Oaks – Dunn Loring-Merrifield	2B, 1A	27
VA383	East Falls Church – Pentagon		27
VA384	NVCC Annandale – East Falls Church	26A	27
VA385	Ballston – Pentagon via South Fairlington	22A	27
VA386	Culmore – Pentagon	25B, 22A, 22F	28
VA387	Annandale – Pentagon	16A	28
VA388	Burke – Pentagon	18G	28
VA389	King St-Alexandria – National Harbor	NH2	28
VA480	Bailey's Crossroads – Metro Center	16Y	28
VA481	Mount Vernon – Foggy Bottom	11Y	28
VA482	Annandale – Pentagon	29G	28
VA483	Burke Centre – Pentagon	18P	28
VA484	Kings Park – Pentagon	17K	29
VA485	GMU – Pentagon	17G	29
VA486	Landmark Mall – Pentagon	21C	29
VA487	Van Dorn – Pentagon	7A	29
VA488	Franconia-Springfield – National Harbor	NH2	29

Route*	Name	Similar Current Routes	Comment Summary
DISTRICT OF COLUMBIA			
DC100	Sibley Hospital – Union Station	G2, D6, 96	<ul style="list-style-type: none"> • Strong opposition to the lack of service to the 37th Street NW/O Street NW stop at the gates of Georgetown University; many comments requesting restored bus service directly to the campus gates • Many comments requesting the route serve MacArthur Boulevard to travel between Sibley Hospital and downtown, as the existing Route D6 operates • General support for Union Station as a new eastern terminal in lieu of LeDroit Park, but a few comments asking for better service in LeDroit Park to replace the existing Route G2, and a few comments suggest staying on P Street NW/NE to NoMa as an alternate eastern terminal
DC101	Bethesda – National Archives	31, 33	<ul style="list-style-type: none"> • Strong support for the extension north to Bethesda from Friendship Heights • Many comments expressing concern that having only one route using Wisconsin Avenue NW will result in less total bus service on the corridor
DC102	Bethesda – Farragut Square	L2, L8	<ul style="list-style-type: none"> • Mixed reactions to the extension to Bethesda from Chevy Chase Circle; those opposed to the extension expressed concerns regarding on-time performance of an extended route • Mixed feedback regarding service proposed along Connecticut Avenue NW rather than the Duke Ellington Bridge/Columbia Road NW (diversion to Adams Morgan) • Among those who are opposed to the diversion, some expressed that they are specifically trying to get from the Adams Morgan neighborhood to Connecticut Avenue NW • Some others expressed concern that the proposed DC104 route is not frequent enough and like that the existing Route L2 helps increase frequency at stops served by the existing Routes 42, 43, and L2

* The draft Visionary Network used temporary placeholder route numbers, such as DC100, MD241, or VA383. The final route numbers for the future bus network will be determined at a later time.

Route*	Name	Similar Current Routes	Comment Summary
DC103	Tenleytown – Brookland/ CUA	H2, H4	<ul style="list-style-type: none"> • Strong support for this route not looping through the Washington Hospital Center (WHC) entrance driveways, preventing congestion delays, and instead serving the hospital campus via 1st Street NW adjacent to the entrance driveways • Several comments suggesting adjusting how the route accesses the WHC and requesting that the route serve the McMillan development • Strong support for the proposed increase in frequency • General opposition to the lack of service on Van Ness Street NW between the Tenleytown and Van Ness neighborhoods
DC104	Van Ness- UDC – Union Station	42, 43, H4	<ul style="list-style-type: none"> • Strong opposition to the route going around Dupont Circle rather than using the Connecticut Avenue NW bypass underneath the circle • Strong support for increasing frequency on this route due to overcrowding and at-capacity service • Mixed feedback on this route not serving the Kennedy Center
DC105	Silver Spring – Federal Triangle	S2, S9	<ul style="list-style-type: none"> • Strong support for keeping Route S2 and Route S9 split, with Route S2 service traveling via Alaska Avenue NW and Route S9 service continuing on 16th Street NW • Several comments requesting the restoration of Route S1 service (from 16th Street NW to Foggy Bottom/West Potomac Park)
DC106	Takoma – L’Enfant Plaza	52, 54	<ul style="list-style-type: none"> • Widespread support for extending this route to the Waterfront • Strong support for increased service in Navy Yard, including requests to extend the DC106 or DC107 routes to Navy Yard • Many comments expressing concern over bus bunching and the overall reliability of the existing Routes 52, 54, and 59
DC107	Takoma – L’Enfant Plaza	70, 74, 79	<ul style="list-style-type: none"> • Strong support for returning service to Buzzard Point and for increasing frequency

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Route*	Name	Similar Current Routes	Comment Summary
DC108	Duke Ellington Bridge – Anacostia	90, 92, 96	<ul style="list-style-type: none"> • Many comments requesting bus lanes on U Street NW/Florida Avenue NW • Strong support for both the DC108 and DC109 routes going to Adams Morgan; some comments requesting the route continue to Woodley Park to offer a direct Metrorail connection (or further into Northwest DC) rather than ending at the Duke Ellington Bridge terminal • Several comments requesting that either the DC108 or DC109 routes travel to Navy Yard
DC109	Duke Ellington Bridge – Congress Heights	90, 92, 96	<ul style="list-style-type: none"> • Many comments requesting bus lanes on U Street NW/Florida Avenue NW • Strong support for both the DC108 and DC109 routes going to Adams Morgan; some comments requesting the line continue to Woodley Park (or further into Northwest DC) rather than ending at the Duke Ellington Bridge terminal • Several comments requesting that either the DC108 or DC109 routes travel to Navy Yard
DC110	Fort Totten – Franklin Square	80	<ul style="list-style-type: none"> • Strong support for the 24/7 service
DC111	Potomac Park – Southern Avenue	32, 36	<ul style="list-style-type: none"> • Many comments about preferring to maintain the current direct connection to downtown without needing to transfer • Strong support for the proposed rerouting around Fort Circle Park to make the route more direct • Strong support for the 24/7 service
DC112	Farragut Square – Capitol Heights	X2, X9	<ul style="list-style-type: none"> • Several comments questioning whether the DC112 and DC113 routes would follow a similar stop pattern as the existing Route X2 and Route X9 and expressing that the DC112 and DC113 routes seem very similar to one another

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Route*	Name	Similar Current Routes	Comment Summary
DC113	Farragut Square – Minnesota Avenue	X2, X9	<ul style="list-style-type: none"> • Many comments asking to extend the DC113 route beyond Chinatown (especially from people at Minnesota Avenue NE who need to go further downtown) to at least 14th Street NW • Many comments requesting the route serve Nannie Helen Burroughs Avenue NE
DC114	West Hyattsville – Anacostia	B2	<ul style="list-style-type: none"> • General support for this route, especially the extension to West Hyattsville • A few comments requesting extending this route to Navy Yard • A few comments requesting this route serve the Hyattsville Crossing Metrorail station
DC115	Union Station – Deanwood	W4, 96	<ul style="list-style-type: none"> • Widespread support for the connections within the Capitol Hill neighborhood
DC116	River Terrace – Deanwood	U4	<ul style="list-style-type: none"> • Widespread support for the connection to the Deanwood Metrorail station • A few comments requesting the frequency stay at 15 minutes
DC117	Navy Yard – Capitol Heights	V2, V4	<ul style="list-style-type: none"> • Widespread support for the proposed increase in frequency and the 24/7 service • Widespread support for the frequent connection via the Frederick Douglass Memorial Bridge • Some comments supporting extending the route to Capitol South Metrorail Station or Union Station to provide connections between those locations and Navy Yard (rather than those locations and the Anacostia or Minnesota Avenue stations)
DC118	Anacostia –Minnesota Avenue	V7, V8, W4	<ul style="list-style-type: none"> • Widespread support for the combination of the current Routes V7, V8, and W4
DC119	Potomac Avenue – Minnesota Avenue	U5, U6, M6	<ul style="list-style-type: none"> • Widespread support for the more-direct connection for Marshall Heights residents and for the connection to Coral Hills, MD

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Route*	Name	Similar Current Routes	Comment Summary
DC120	Anacostia – Southern Avenue	A2, A6, A8	<ul style="list-style-type: none"> • Strong support for the simplification of the existing Routes A2, A6, and A8 • Several comments requesting more-frequent service on this route
DC121	Anacostia – Eastover	A2, A6, A7	<ul style="list-style-type: none"> • Strong support for the simplification of the existing Routes A2, A6, and A8 • Several comments requesting more-frequent service on this route
DC122	Anacostia – National Harbor	A2, A4, A8, D14, P18, W14 TheBus 35, 37	<ul style="list-style-type: none"> • Widespread support for the connection to National Harbor and Oxon Hill, MD
DC200	Sibley Hospital – Fort Totten	M4, E4	<ul style="list-style-type: none"> • Strong support for creating an additional route across Rock Creek, for east-west service to Tenleytown, and for having one route operate via Missouri Avenue NW • Strong support for removing the 30th Place NW diversion from the existing Route E4
DC201	Barnaby Woods – Foggy Bottom	M4, N2, D2	<ul style="list-style-type: none"> • Strong opposition from Glover Park residents to removing their connection to the Dupont Circle Metrorail station (via the existing Route D2) • Some comments requesting the route serve Tenleytown • Strong opposition to this route running through Georgetown to the Foggy Bottom Metrorail station • Several comments from Barnaby Woods residents requesting a route to Friendship Heights
DC202	Tenleytown – Stadium-Armory	N2, N4, N6, 96, D6	<ul style="list-style-type: none"> • Strong opposition to removing service on Cathedral Avenue NW, Idaho Avenue NW, and the Massachusetts Avenue NW triangle

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Route*	Name	Similar Current Routes	Comment Summary
DC203	Friendship Heights – Fort Totten	E4	<ul style="list-style-type: none"> • Many comments regarding congestion on Military Road due to narrow lanes; general support to instead serve McKinley Street NW
DC204	Takoma – Federal Triangle	62, 63	<ul style="list-style-type: none"> • Strong support for this route operating all day, including weekends • A few comments requesting higher-frequency service along this route
DC205	Fort Totten – Federal Triangle	64	<ul style="list-style-type: none"> • A few comments regarding the unreliability of the existing Route 64 • Some comments requesting higher-frequency service on this route
DC206	Farragut Square – Brookland/ CUA	H8	<ul style="list-style-type: none"> • Strong opposition to changing this route; many comments stating that the existing Route H8 service is a vital connection to the Columbia Heights and Mt. Pleasant neighborhoods
DC207	Fort Totten – Deanwood	E2	<ul style="list-style-type: none"> • Strong support for this new connection between Fort Lincoln and Deanwood and the general connection between two areas of NE DC separated by the Anacostia River • Strong support for the dedicated South Dakota Avenue NE service, particularly amongst Woodridge neighborhood residents
DC208	Fort Totten – Union Station	E2, D8	<ul style="list-style-type: none"> • Strong opposition from residents of 4th Street NE and 6th Street NE in Capitol Hill to operating bus service on those streets • Strong support for new service to Union Market • Several comments from Trinidad neighborhood residents requesting to maintain connections like the current Route D8 connection to Union Station

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Route*	Name	Similar Current Routes	Comment Summary
DC209	West Hyattsville – NoMa	D8, G8, E4, R1, R2, F6 TheBus 13A, 19	<ul style="list-style-type: none"> • Several comments from Riggs Park residents requesting a connection to the Fort Totten Metrorail station (like the current Route E4) • Many comments requesting a connection between Union Station, Union Market, H Street NE, and Brookland
DC210	West Hyattsville – Rhode Island Ave/ Brentwood	G8, R4	<ul style="list-style-type: none"> • Mixed feedback—while most comments received from Brookland and Edgewood neighborhood residents requested a direct ride downtown with no transfers (like the existing Route G8 provides), there was strong overall support for the new connection to the West Hyattsville Metrorail station
DC211	Washington Hospital Center – Franklin Square	E2, D4, D8	<ul style="list-style-type: none"> • Strong opposition from residents of the Trinidad neighborhood to transferring at Union Station, with many expressing their desire to maintain their connection to downtown • Many comments noting the value of the existing Routes D4 and D8, while also acknowledging that the routes are unreliable and expressing a desire for more-frequent service • Strong opposition from residents of Capitol Hill to running buses on 4th Street NE and 6th Street NE
DC212	Brookland/ CUA – Fort Lincoln	H6	<ul style="list-style-type: none"> • General support for increased service to Fort Lincoln • Several comments expressing concerns about the Quincy Street NE/Michigan Avenue NE turn near the Brookland Metrorail station due to it causing the bus to creep into traffic and cause traffic issues
DC213	Woodley Park – Capitol Heights	90, 92, 96, X2, X9	<ul style="list-style-type: none"> • Strong support for the new connection between East Capitol Street SE, Benning Road NE, and H Street NE • Many comments in opposition to changing the existing Route 96 and expressing the need to maintain the connection between Northwest DC neighborhoods, such as Woodley Park and Cathedral Heights, and Adams Morgan and the U Street NW corridor

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Route*	Name	Similar Current Routes	Comment Summary
DC214	Chinatown – Fort Lincoln	G8, T18, H6, T14	<ul style="list-style-type: none"> • Some comments expressing a desire for an extension further to the west to Franklin and Farragut squares, like the existing Route G8 • Some comments requesting more-frequent service long this route • Many comments requesting the return of Route G9 service • Some comments from Maryland residents expressing the desire for a route that extends the length of Rhode Island Avenue NE into Maryland (or, for other Maryland routes to not terminate at the Rhode Island Avenue Metrorail station)
DC215	Chinatown – Fort Lincoln		<ul style="list-style-type: none"> • Strong support for the connection to the Arboretum from downtown and the new service on New York Avenue NW • Some comments, including from the Ward 5 Council Office, requesting service on New York Avenue NW to Bladensburg Road NE • A few comments expressing concerns about a reduction of service in the Trinidad neighborhood
DC216	Kennedy Center – Stadium-Armory	D4, D6	<ul style="list-style-type: none"> • Strong opposition to changing the existing Route D6 service • Many comments expressed concerns about a lack of service on E Street NW and to the BASIS Washington, DC, school on 8th Street NW
DC217	National Archives – Southern Avenue	P6, W2, W3, W6, W8	<ul style="list-style-type: none"> • Strong opposition to the routing because it does not travel deep enough into Buzzard Point to provide access to new jobs and housing
DC218	Foggy Bottom – Naylor Road	36	<ul style="list-style-type: none"> • General opposition to terminating service short of downtown and preferring the high frequency of the existing Route 36 service instead
DC219	L'Enfant Plaza – Fort Lincoln	B2, P6	<ul style="list-style-type: none"> • Widespread support for the new connections provided on the route from Fort Lincoln to Bladensburg Road, Trinidad, H Street NE, and Benning Road NE; and from Hill East to Navy Yard to the Wharf/L'Enfant Plaza

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Route*	Name	Similar Current Routes	Comment Summary
DC220	Carver Langston – Eastern Market	X8	<ul style="list-style-type: none"> • General support for better access to Eastern Market and Capitol Hill • Mixed feedback about running a bus on 4th Street NE/SE; those opposed feel the roadway geometry would make turning too difficult • Mixed reactions to more bus service in this neighborhood
DC221	Deanwood – Naylor Road	U5, U6, U7, 36	<ul style="list-style-type: none"> • General support for the extension to Naylor Road • Feedback requesting a connection between Eastland Gardens/Kenilworth with Metrorail stations and other major destinations • Feedback requesting a connection between Mayfair and Lincoln Heights
DC222	Anacostia – Deanwood	W4, W6, W8	<ul style="list-style-type: none"> • Widespread support for this route • Widespread support amongst current Route W3 and Route W6 customers for the connection to Skyland • Widespread support from current Route W2 customers for the connection between Anacostia and Fairfax Village for the Francis Gregory Library
DC223	Anacostia – Skyland	W4, W6, W8, V7	<ul style="list-style-type: none"> • Widespread support from current Route W8 and Route W6 customers for the connection to Skyland
DC224	Bellevue – Naylor Rd	A4, W1, W8, A6, A7, W2, W3, W4, W6, V7	<ul style="list-style-type: none"> • Widespread support from current Route W6 customers for the connection to Skyland • Widespread support from current Route W3 customers for the connection to the Giant on Alabama Avenue SE in Congress Heights
DC225	Anacostia – United Medical Center	W2, W3, W6, W8	<ul style="list-style-type: none"> • Widespread support for the route • Many comments from current Route W8 and Route W2 customers expressing that they like the connection to the Southern Avenue Metrorail station and United Medical Center Hospital, an improved transfer opportunity to National Harbor, the Congress Heights Metrorail station, and the Giant on Alabama Avenue SE in Congress Heights

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Route*	Name	Similar Current Routes	Comment Summary
DC226	Anacostia – Eastover	W2, W3, W1, A2, A4	<ul style="list-style-type: none"> • Widespread support for this route
DC300	Bethesda – Duke Ellington Bridge	96, N4, N6	<ul style="list-style-type: none"> • Strong opposition to the loss of service on Cathedral Avenue NW, Idaho Avenue NW, and the Massachusetts Avenue NW triangle
DC301	Silver Spring – Fort Totten	K2, S2, 54, 59	<ul style="list-style-type: none"> • Widespread support for the connection between the Fort Totten, Takoma, and Silver Spring Metrorail stations • Strong support for the connection between Fort Totten and the DC International School • Several comments from Shepard Park residents expressing a desire to maintain their direct connection to downtown without transfers
DC302	Fort Totten – Union Market	P6	<ul style="list-style-type: none"> • Several comments, mostly from Eckington residents, expressing that this route does not provide direct connections to major destinations and requesting this route provide service to points southward toward downtown
DC303	Foggy Bottom – Washington Hospital Center		<ul style="list-style-type: none"> • Widespread support for this route • Many comments expressing how difficult connecting from Foggy Bottom/Dupont Circle to the U Street NW corridor currently is • Several comments opposing bus service on 1st Street NW • Many comments expressing a desire for more-frequent service on this route
DC304	Minnesota Avenue – Forestville	V7, V8, U5, U6, F14, J12	<ul style="list-style-type: none"> • Several comments suggesting this route go further north on Texas Avenue SE and Benning Road NE and cut across C Street NE to better serve Texas Avenue SE and Marshall Heights

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Route*	Name	Similar Current Routes	Comment Summary
DC305	Anacostia – United Medical Center	W2, W3	<ul style="list-style-type: none"> No comments on this route
DC400	Blue Plains – Anacostia	W5	<ul style="list-style-type: none"> Several comments requesting higher-frequency service on this route
MARYLAND			
MD140	Montgomery Mall – Silver Spring	J1, J2	<ul style="list-style-type: none"> General support for this route and for service on East-West Highway Several comments expressing a desire to make sure this route takes the Purple Line into account A few comments requesting a stop at the Medical Center Metrorail station and more stops serving the Woodmont Triangle neighborhood in Bethesda
MD141	Shady Grove – Silver Spring	Q1, Q2, Q4, Q5, Q6	<ul style="list-style-type: none"> Strong support for high-frequency service, matching what the existing Q routes provide A few comments expressing concerns regarding the reliability of running service on Veirs Mill Road Several comments requesting specific stops and more crosswalks to enhance pedestrian safety Many comments asking how this would route would interact with future Flash BRT service
MD142	Olney – Bethesda	Y2, Y7, Y8, L8	<ul style="list-style-type: none"> Strong support for the new connections this route provides, particularly to Leisure World of Maryland and Bethesda

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Route*	Name	Similar Current Routes	Comment Summary
MD143	North Bethesda – Hyattsville Crossing	C2, C4, C8	<ul style="list-style-type: none"> • Several comments requesting that the terminus stay at the Twinbrook Metrorail station
MD144	Colesville – Fort Totten	K6, K9, C8, Z2	<ul style="list-style-type: none"> • Mixed feedback—a few comments requesting an extension to the Glenmont Metrorail station, while others want to maintain the deviated route onto the FDA campus
MD145	Silver Spring – New Carrollton	F4, T14 TheBus 13A, 14, 19	<ul style="list-style-type: none"> • General support for this route
MD146	Rhode Island Ave/ Brentwood – New Carrollton	83, 86, F1, F2, F13, T14, T18 TheBus 18	<ul style="list-style-type: none"> • A few comments requesting a bus route that continues on Rhode Island Avenue NE south of the Metrorail station
MD147	New Carrollton – Suitland	P12, A12 TheBus 18	<ul style="list-style-type: none"> • General support for this route • A few comments expressing disappointment about the lost connection to Iverson Mall
MD148	Eastover – Suitland	P12, NH1	<ul style="list-style-type: none"> • General support for this route
MD149	Equestrian Center – Courthouse	TheBus 51X	<ul style="list-style-type: none"> • No comments specific to this route

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Route*	Name	Similar Current Routes	Comment Summary
MD230	Germantown – Bethesda		<ul style="list-style-type: none"> • Mixed feedback on this route—a few comments expressing that this route is too similar to the existing Ride On Route 70, with others in support of more-frequent service from Germantown to the Metrorail Red Line • A few comments requesting increased service to the Germantown MARC station
MD231	Lakeforest Transit Center – Rockville		<ul style="list-style-type: none"> • Several comments expressing that this route is very similar to existing Ride On routes (55 and exTRA 101) and proposed MD355 BRT service
MD232	Germantown – Lakeforest Transit Center		<ul style="list-style-type: none"> • Several comments expressing that this route is very similar to existing Ride On routes (55 and exTRA 101) and proposed MD355 BRT service
MD233	Columbia – Silver Spring		<ul style="list-style-type: none"> • General support for this route, especially the connection to Columbia and the Merriweather Post Pavilion • General opposition to discontinuing Route Z2 and Route Z7 service
MD240	Tysons Westpark – Bethesda		<ul style="list-style-type: none"> • Several comments requesting this route serve the Tysons Metrorail station • Several comments expressing concerns about buses getting caught in traffic congestion on this route
MD241	North Bethesda – White Oak Medical Center	C8	<ul style="list-style-type: none"> • Several comments requesting that this route be split at Glenmont, and the eastern portion extend to College Park (serving the senior center)
MD242	Silver Spring – Laurel	Z2, Z6, Z7, Z8	<ul style="list-style-type: none"> • A few comments in opposition to the lack of service on Castle Boulevard and to the Briggs Chaney Park-and-Ride

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Route*	Name	Similar Current Routes	Comment Summary
MD243	White Oak Medical Center – Fort Totten	K6, K9	<ul style="list-style-type: none"> No comments specific to this route Several comments requesting the FDA campus be better linked with the MD355/I-270 corridors
MD244	White Oak Medical Center – Fort Totten	R1, R2 TheBus 18	<ul style="list-style-type: none"> Strong support for better service to the White Oak Medical Center Several comments requesting more frequent and reliable service for the Riggs Park neighborhood, comparable to the existing Route E4 on Chillum Rd NE
MD245	Fort Totten – College Park	F6, F8	<ul style="list-style-type: none"> General support for this route
MD246	West Hyattsville – Greenbelt	C2 TheBus 18	<ul style="list-style-type: none"> A few comments requesting that Metro add stop along Metzert Road to serve destinations along the route
MD247	Takoma Langley – New Carrollton	83, 86, C2, F4, F8 TheBus 14, 17	<ul style="list-style-type: none"> General support for this route
MD248	White Oak Medical Center – Hyattsville Crossing	83, 86 TheBus 14, 17	<ul style="list-style-type: none"> Strong support for better service to the White Oak Medical Center

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MD249	Rhode Island Ave-Brentwood – Greenbelt	83, 86, C2, T14, T18 TheBus 14, 17	<ul style="list-style-type: none"> • Several comments from residents of 42nd Avenue in Hyattsville Hills requesting a connection to the Red Line (like the existing Route 86 provides) • Strong support for not all Route 1 trips diverting to the College Park Metrorail station
MD250	Rhode Island Ave-Brentwood – College Park	83, 86, T14, T18 TheBus 14, 17	<ul style="list-style-type: none"> • Several comments from residents of 42nd Avenue in Hyattsville Hills requesting a connection to the Metrorail Red Line (like the existing Route 86 provides) • Strong support for not all Route 1 trips diverting to the College Park Metrorail station
MD251	Laurel – Greenbelt	89M	<ul style="list-style-type: none"> • No comments specific to this route
MD252	Mount Rainier – New Carrollton	T14, F4 TheBus 14	<ul style="list-style-type: none"> • A few comments requesting a connection between Colmar and Fort Lincoln
MD253	Greenbelt – Deanwood		<ul style="list-style-type: none"> • General support for the improved level of service • A few comments from current TheBus Route 16 customers expressing concerns that this route will no longer take them to their desired destinations
MD254	College Park – New Carrollton	F6 TheBus 14	<ul style="list-style-type: none"> • General support for this route
MD255	College Park – Landover	A12, F6, F13 TheBus 14	<ul style="list-style-type: none"> • General support for this route

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Route*	Name	Similar Current Routes	Comment Summary
MD256	Prince George's Hospital Center – Downtown Largo	A12 TheBus 28	<ul style="list-style-type: none"> • Feedback that the deviation into the former Prince George's Hospital Center is unnecessary
MD257	New Carrollton -- Branch Avenue	V12, F14, K12	<ul style="list-style-type: none"> • General support for this route
MD258	Stadium-Armory – Downtown Largo	96, C21, C22, C29	<ul style="list-style-type: none"> • Widespread support for making this route 24/7 • Several comments requesting a diversion to the Morgan Boulevard Metrorail station as an alternative to using the Blue and Silver Lines • A few comments concerned that East Capitol Street SE is now overserved
MD259	Deanwood – Penn Mar Shopping Center	V14	<ul style="list-style-type: none"> • General support for this route
MD260	Addison Road – Penn Mar Shopping Center	J12, F14, V12	<ul style="list-style-type: none"> • A few comments suggesting new destinations on the existing Route V12
MD261	Suitland – Westphalia	K12, P12, J12 TheBus 20	<ul style="list-style-type: none"> • General support for this route

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Route*	Name	Similar Current Routes	Comment Summary
MD262	Capital Crossing Apartments – Suitland	TheBus 34	<ul style="list-style-type: none"> • A few comments requesting higher-frequency service on this route
MD263	King St-Old Town – Suitland	D12, NH1, NH2	<ul style="list-style-type: none"> • Widespread support for this route
MD264	Oxon Hill – Suitland	D12, D14, H12, P18 TheBus 33, 35	<ul style="list-style-type: none"> • Mixed feedback on this route • Feedback in opposition to looping this route through Marlow Mall • Feedback requesting an additional connection to Iverson Mall
MD265	Southern Avenue – National Harbor	D12, NH1, P12 TheBus 35, 37	<ul style="list-style-type: none"> • General support for this route
MD330	Potomac – Grosvenor-Strathmore		<ul style="list-style-type: none"> • Mixed feedback on this route—some comments expressing concern that splitting up the existing Route T2 would make trips from Potomac Village to Rockville longer, while others support the opportunity for faster connections to the Metrorail Red Line • A few comments expressing concerns that this route requires more walking and transfers
MD331	Rockville – North Bethesda		<ul style="list-style-type: none"> • A few comments expressing concerns that this route requires more walking and transfers
MD332	Germantown – Silver Spring		<ul style="list-style-type: none"> • A few comments requesting increased service to the Germantown MARC station • A few comments expressing that this route is very similar to Ride On Route 70

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Route*	Name	Similar Current Routes	Comment Summary
MD333	Clarksburg – Bethesda		<ul style="list-style-type: none"> • Several comments expressing that this route is very similar to existing Ride On routes (Route 55 and exTRA 101) and proposed MD355 BRT service
MD334	Silver Spring – Calverton		<ul style="list-style-type: none"> • A few comments requesting higher-frequency service on this route
MD340	Potomac – Silver Spring	T2, J1, J2	<ul style="list-style-type: none"> • General support for the creation of a cross-county connection to Silver Spring • General opposition to breaking up the existing Route T2
MD341	Leisure World – Friendship Heights	L8	<ul style="list-style-type: none"> • General support for the extension to Leisure World • Several comments expressing concern about redundancy with existing Ride On routes
MD342	Takoma – Capitol Heights	F1, F2, F8, F12, F13, T18, A12 TheBus 13A, 18, 19	<ul style="list-style-type: none"> • Widespread support for this route • Several comments requesting higher-frequency service on this route
MD343	Brookland/ CUA – Hyattsville Crossing	R4, F1, F2, F6 TheBus 18	<ul style="list-style-type: none"> • Many comments, including from the Hyattsville City Council, requesting higher-frequency service on this route
MD344	Highview – Cheverly	F8, F1, F2, R4 TheBus 13A, 19	<ul style="list-style-type: none"> • Some comments requesting that the current Route 86 be kept as-is • Some comments from residents of 42nd Avenue in Hyattsville Hills requesting a connection to the Metrorail Red Line, similar to the existing Route 86

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MD345	White Oak Medical Center – College Park	C8, K6, Z6	<ul style="list-style-type: none"> No comments specific to this route
MD346	White Oak/ FDA – Laurel	Z6, Z7, 89M	<ul style="list-style-type: none"> Some comments requesting a connection between Lockwood Drive and Stuart Lane and downtown Silver Spring (similar to the existing Route Z6) and between downtown Silver Spring and Industrial Parkway Feedback requesting more direct east-west connections between the FDA campus and the MD355 and I-270 corridors
MD347	Laurel – Bowie	89M, B22, B21	<ul style="list-style-type: none"> General support for this route, particularly the connection between Laurel and Bowie
MD348	Cherry Hill – Glenn Dale	83, G14, F6 TheBus 14, 17	<ul style="list-style-type: none"> Some comments requesting a direct/maintained connection to New Carrollton
MD349	New Carrollton – Bowie State	G14, B27, G12	<ul style="list-style-type: none"> Strong opposition to the proposed shifting of service from Westway, where it currently operates, to the low-density Southway; strong support for shifting the service back to Westway Strong opposition to this route not providing a connection to the New Carrollton Metrorail station Several comments expressing a desire for this route to more directly serve the new Goddard Space Flight Center main gate
MD350	Greenbelt – New Carrollton	G12 TheBus 11, 16	<ul style="list-style-type: none"> Many comments regarding circulation around Greenbelt, including too much service on Hanover Parkway Strong opposition to the proposed shifting of service from Westway, where it currently runs, to the low-density Southway; strong support for shifting the service back to Westway

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Route*	Name	Similar Current Routes	Comment Summary
MD351	Greenbelt – New Carrollton	G12, G14 TheBus Routes 11, 16	<ul style="list-style-type: none"> • Strong opposition to the proposed shifting of service from Westway, where it currently operates, to the low-density Southway; strong support for shifting the service back to Westway • Several comments about the desire for higher-frequency service (with many commenting about bus crowding) in Greenbelt
MD352	Cheverly – New Carrollton	F13, T18 TheBus 18	<ul style="list-style-type: none"> • No comments specific to this route • Feedback expressing that the deviation into the former Prince George’s Hospital Center is unnecessary
MD353	New Carrollton – Glenn Dale	B24, F13	<ul style="list-style-type: none"> • General support for the new connections within Glenn Dale • A few comments requesting improved bus stop infrastructure
MD354	New Carrollton – Bowie State	B21, B22, B24, C29	<ul style="list-style-type: none"> • No comments specific to this route
MD355	Downtown Largo – Bowie	C21, C22, C26, C29	<ul style="list-style-type: none"> • Several comments from current Route C21 customers expressing that this is a useful route for accessing Prince George’s Community College (PGCC)
MD356	Downtown Largo – Collington	C21, C22, C26, C29	<ul style="list-style-type: none"> • Strong support from current Route C21/C22 customers for the connection to Amazon
MD357	New Carrollton – Upper Marlboro	C21, C22, C26, C29 TheBus 21, 21X	<ul style="list-style-type: none"> • Strong support for the connection to Upper Marlboro • A few comments suggesting splitting this route in two, including feedback suggesting splitting the route at Largo

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Route*	Name	Similar Current Routes	Comment Summary
MD358	Landover – Downtown Largo	A12, F12	<ul style="list-style-type: none"> • Feedback suggesting that this route be realigned in Palmer Park
MD359	Cheverly – New Carrollton	F12 TheBus 18	<ul style="list-style-type: none"> • Several comments suggesting running this route to Palmer Park
MD360	Cheverly – Downtown Largo	F14, C21, C22, C29 TheBus 23	<ul style="list-style-type: none"> • Strong support for better access to the Prince George’s Sports and Learning Complex • General opposition to changes to TheBus Route 23 and the loss of the Addison Road connection
MD361	Woodmore Towne Centre – PGCC	C21, C22, C26, C29 TheBus 21, 28	<ul style="list-style-type: none"> • General support for added frequency along Central Avenue and at nearby Metrorail stations
MD362	Addison Road – Downtown Largo	C21, C22, C26, C29 TheBus 26	<ul style="list-style-type: none"> • General support for added frequency along Central Avenue and at nearby Metrorail stations
MD363	New Carrollton – Naylor Road	F14, A12, J12	<ul style="list-style-type: none"> • General support for increased frequency and the connection to the Naylor Road Metrorail station
MD364	Addison Road – Penn Mar Shopping Center	TheBus 23, 24	<ul style="list-style-type: none"> • A few comments about the routing being circuitous

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MD365	Capitol Heights – Forestville	TheBus 24	<ul style="list-style-type: none"> • No comments specific to this route
MD366	Suitland – Penn Mar Shopping Center	V12, J12	<ul style="list-style-type: none"> • General support for this route • A few comments suggesting wholly different routes instead • Feedback suggesting Penn Mar is overserved
MD367	Suitland – Broad Creek	D14 TheBus 37	<ul style="list-style-type: none"> • General support this route, especially the connection to Suitland
MD368	Suitland – Upper Marlboro	TheBus 20	<ul style="list-style-type: none"> • General support for a shorter route that connects to Suitland (rather than to the Blue/Silver Lines) • Feedback in opposition to the loss of service to Melwood Mall on Marlboro Pike
MD369	Villages of Marlborough – Upper Marlboro	TheBus 53	<ul style="list-style-type: none"> • No comments specific to this route
MD370	Meadows – Upper Marlboro via Rosaryville		<ul style="list-style-type: none"> • A few comments expressing that this route is too meandering and doesn't serve any major destinations and suggesting this route end at a Metrorail station or other major activity center instead

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MD371	Branch Avenue – Southern Maryland Hospital Center	D14 TheBus 30	<ul style="list-style-type: none"> • General support for additional (Sunday) service and better access to the Southern Maryland Hospital Center
MD372	Naylor Road – Branch Avenue	C12, C14	<ul style="list-style-type: none"> • General support for this route
MD373	Naylor Road – County Southern Regional Complex	H12 TheBus 32, 33, 35	<ul style="list-style-type: none"> • General support for this route
MD374	Naylor Road – Clinton	C12, H12 TheBus 32	<ul style="list-style-type: none"> • General support for additional (Sunday) service and the better access to the Southern Maryland Hospital Center this route would provide
MD375	Southern Avenue – Branch Avenue	D14, NH1 TheBus 33, 35	<ul style="list-style-type: none"> • General support for this route
MD376	Southern Avenue – Friendly	W14 TheBus 35	<ul style="list-style-type: none"> • General support for this route, especially the increased level of service

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Route*	Name	Similar Current Routes	Comment Summary
MD377	Southern Avenue – Fort Washington	P18, D14	<ul style="list-style-type: none"> • General support for this route, especially the all-day connection to Fort Washington
MD378	Branch Avenue – Waldorf	C11, C13 TheBus 36	<ul style="list-style-type: none"> • General support for this route, especially the connection to Waldorf and vice versa
MD440	Greenbelt – New Carrollton	TheBus 15X	<ul style="list-style-type: none"> • A few comments requesting all-day service on this route, with additional stops including the Beltway Plaza and Eleanor Roosevelt High School
MD441	Accokeek – Southern Avenue	P18	<ul style="list-style-type: none"> • A few comments requesting to extend this route further along Indian Head Highway into western Charles County, similar to the former Route W19
VIRGINIA			
VA180	Tysons Westpark – King St-Old Town	28A	<ul style="list-style-type: none"> • Several comments requesting late-night service from IAD • Several comments requesting more service to downtown Washington, DC
VA181	Van Dorn St – Pentagon	7A	<ul style="list-style-type: none"> • Many comments opposing the lack of access to Shirlington and North Fairlington • Several comments suggesting adding two stops (S Walter Reed Drive/S Wakefield Street and S Walter Reed Drive/King Street) toward downtown Shirlington from the former Route 7C to this route
VA182	Pentagon – Huntington	MW1	<ul style="list-style-type: none"> • General support for this route • Several comments expressing a desire to extend this route into Washington, DC, and connecting it with L'Enfant Plaza

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VA183	King St-Old Town – Fort Belvoir	REX	<ul style="list-style-type: none"> • Several comments noting the similarities between this route and the Richmond Highway Bus Rapid Transit (BRT) route
VA184	Culmore – Crystal City	16C, 16E, 16H, 16M	<ul style="list-style-type: none"> • General support for this route • A few comments suggesting the routing around Skyline Towers is an unnecessary deviation • A few comments suggesting having this route mirror the discontinued Route 16C • A few comments requesting an extension of late-night service into Washington, DC, instead of Crystal City
VA280	Dunn Loring-Merrifield – Rosslyn	1B, 4B	<ul style="list-style-type: none"> • Several comments requesting reconsideration of the routing on N Henderson Road
VA281	GMU – Ballston-MU	2A CUE Gold 2a	<ul style="list-style-type: none"> • General support for the connection to Ballston and GMU’s Fairfax Campus
VA282	Fair Oaks – Ballston-MU	1C, 1A	<ul style="list-style-type: none"> • General support for the connection to Ballston
VA283	Seven Corners Transit Center – Farragut Square	38B, 1A	<ul style="list-style-type: none"> • General opposition to losing service on Washington Boulevard between N Glebe Road and Wilson Boulevard
VA284	Vienna/Fairfax – GMU Loop	CUE Gold 1, Gold 2	<ul style="list-style-type: none"> • Strong support for the increased connectivity, including to GMU and the Vienna/Fairfax-GMU Metrorail station

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VA285	Fair Oaks – Vienna/Fairfax	CUE Green 1, Green 2	<ul style="list-style-type: none"> • Several comments expressing that this route should be renamed as it does not make it to Fair Oaks proper • Strong support for the increased connectivity, including to GMU’s Fairfax Campus and the Vienna/Fairfax-GMU Metrorail station
VA286	Clarendon – Mark Center	25B	<ul style="list-style-type: none"> • General support for this route
VA287	Ballston-MU – Hunting Point	10B	<ul style="list-style-type: none"> • Strong support for running this route onto the Metroway transitway • Mixed feedback on removing the existing connection to Shirlington • Several comments from stakeholders in opposition to the lack of service on W Glebe Road
VA288	Pentagon – Braddock	10A	<ul style="list-style-type: none"> • Many comments requesting higher-frequency service along this route • Some comments expressing opposition to losing the connection between Huntington and Del Ray
VA289	Van Dorn Street – Pentagon	7A	<ul style="list-style-type: none"> • Many comments requesting higher-frequency service on this route, with an emphasis on peak hours
VA290	Fair Oaks – Pentagon	17B, 17G, 17K, 17M	<ul style="list-style-type: none"> • A few comments requesting that this route be extended to Fair Oaks Mall
VA291	GMU – King St-Old Town	29K	<ul style="list-style-type: none"> • A few comments requesting a direct stop in front of the Courthouse • A few comments requesting access to the Vienna/Fairfax-GMU Metrorail station on this route to avoid needing to transfer • A few comments expressing a desire for this route to run more frequently—as much as 24 hours a day, or at least longer on the weekends

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Route*	Name	Similar Current Routes	Comment Summary
VA380	Tysons Corner Center – Ballston-MU	23A	<ul style="list-style-type: none"> • General opposition to removing the connection to Shirlington
VA381	Tysons Westpark – GMU		<ul style="list-style-type: none"> • General support for the service on Route 123, connecting GMU's Fairfax Campus to Tysons • A few comments requesting a connection to McLean
VA382	Fair Oaks – Dunn Loring-Merrifield	2B, 1A	<ul style="list-style-type: none"> • General support for this route • A few comments requesting this route continue to serve Blakely, noting there's too much traffic on Chain Bridge Road • A few comments requesting this route be made faster, similar to Fairfax Connector Route 630
VA383	East Falls Church – Pentagon		<ul style="list-style-type: none"> • Several comments expressing a desire to extend this route further along Columbia Pike, rather than turning at S Courthouse Road, to better serve Columbia Pike • Several comments expressing a desire for more connections to Washington, DC
VA384	NVCC Annandale – East Falls Church	26A	<ul style="list-style-type: none"> • A few comments requesting higher-frequency service on this route and a different terminus (rather than the East Falls Church Metrorail station)
VA385	Ballston – Pentagon via South Fairlington	22A	<ul style="list-style-type: none"> • A few comments requesting higher-frequency service on this route

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Route*	Name	Similar Current Routes	Comment Summary
VA386	Culmore – Pentagon	25B, 22A, 22F	<ul style="list-style-type: none"> • Several comments expressing that the routing is too indirect, making it inefficient, and a desire for more direct service from Shirlington and South Fairlington to the Pentagon • Strong support for higher-frequency service during peak periods
VA387	Annandale – Pentagon	16A	<ul style="list-style-type: none"> • Widespread support for this route • Several comments requesting an increase in frequency to 15-minute service
VA388	Burke – Pentagon	18G	<ul style="list-style-type: none"> • Feedback requesting a connection to the Springfield park-and-ride
VA389	King St-Alexandria – National Harbor	NH2	<ul style="list-style-type: none"> • A few comments requesting all-day service
VA480	Bailey's Crossroads – Metro Center	16Y	<ul style="list-style-type: none"> • Strong support for the connection between Bailey's Crossroads and Washington, DC • Several comments requesting all-day service
VA481	Mount Vernon – Foggy Bottom	11Y	<ul style="list-style-type: none"> • Several comments requesting service to Gravelly Point
VA482	Annandale – Pentagon	29G	<ul style="list-style-type: none"> • A few comments requesting more routes be extended into Washington, DC
VA483	Burke Centre – Pentagon	18P	<ul style="list-style-type: none"> • Feedback requesting this be a high-frequency route that serves Burke Lake Road

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Route*	Name	Similar Current Routes	Comment Summary
VA484	Kings Park – Pentagon	17K	<ul style="list-style-type: none"> • A few comments requesting service to the Burke Centre Virginia Railway Express (VRE) station
VA485	GMU – Pentagon	17G	<ul style="list-style-type: none"> • A few comments requesting more routes be extended into Washington, DC
VA486	Landmark Mall – Pentagon	21C	<ul style="list-style-type: none"> • No comments specific to this route
VA487	Van Dorn – Pentagon	7A	<ul style="list-style-type: none"> • Feedback in support of addition service on Beauregard Avenue • Feedback expressing this route is too similar to the DASH 35 route
VA488	Franconia-Springfield – National Harbor	NH2	<ul style="list-style-type: none"> • Several comments requesting all-day service on this route • A few comments requesting this route connect to King Street in Alexandria

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