



## **Notice of Metrobus Public Hearing No. 531 and No. 532**

### **Proposed Restructuring of the Pennsylvania Avenue Line Routes 30, 32, 34, 35, 36**

Docket No. B08-1

**Notice is hereby given that the Washington Metropolitan Area Transit Authority will hold public hearings on the above service proposals as follows:**

Hearing Number 531  
Monday, March 17, 2008  
St. Columba's Episcopal Church  
4201 Albemarle Street NW  
Washington, DC 20016  
Open House - 6:30 p.m.  
Public Hearing - 7 p.m.

Hearing Number 532  
Wednesday, March 19, 2008  
St. Francis Xavier Catholic Church  
2800 Pennsylvania Avenue SE  
Washington, DC 20020  
Open House - 6:30 p.m.  
Public Hearing - 7 p.m.

These public hearings are being conducted in locations accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in the public hearings should contact Ms. Danise Peña at 202-962-2511 or TTY: 202-638-3780 by March 12 in order for WMATA to make necessary arrangements. For language assistance, call 202-962-2384 by March 12.



Washington Metropolitan Area Transit Authority  
600 Fifth Street N.W. Washington, DC 20001

How to Register to Speak at the Public Hearings. All organizations or individuals desiring to be heard with respect to the proposed service changes will be afforded the opportunity to present their views, make supporting statements and offer alternative proposals. Individuals and representatives of organizations who wish to be heard at these public hearings are requested to furnish in writing their name, address, telephone number and organization affiliation, if any, by noon on the date of the hearing where you would like to speak, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may fax this information to the Office of the Secretary at 202-962-1133. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Others present at the hearing may be heard after those persons on the witness list have been called and heard. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each and will be heard in order of registration. Relinquishing of time by one speaker to another will not be permitted. Those who are unable to speak at the hearings are encouraged to submit written statements.

How to Submit Written Statements. Written statements and exhibits may be submitted until 5 p.m. on March 26, 2008, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may send an e-mail to [public-hearing-testimony@wmata.com](mailto:public-hearing-testimony@wmata.com) or send by fax to 202-962-1133. Please reference the Hearing and/or Docket Number shown on the front of this document in your submission. All comments received will be posted without change to [www.wmata.com/about/community](http://www.wmata.com/about/community), including any personal information provided.

Review Of Testimony And Approval Of Proposals Outlined In The Public Hearing Docket. The proposals outlined in this docket are not final and are subject to change in response to testimony received during the public hearing process and local jurisdictional review. Following the public hearing, WMATA staff will review all testimony presented, both written and oral, and prepare a report with recommendations in regard to the proposed service changes to the WMATA Board of Directors for its consideration and appropriate action. The Board may change or reject the proposals or staff recommendations with or without alternatives being provided. Implementation of the proposals outlined in the public hearing docket is dependent upon approval of the Board of Directors.

# **PROPOSED RESTRUCTURING OF THE PENNSYLVANIA AVENUE LINE METROBUS ROUTES 30, 32, 34, 35, 36**

## **DOCKET NO. B08-1**

### **BACKGROUND**

The Pennsylvania Avenue Line (referred to henceforth as the 30s Line) runs from Friendship Heights Metrorail Station at Wisconsin & Western Avenues NW across the District of Columbia to terminals at Southern Avenue Metrorail Station (Route 32) and at Naylor Road Metrorail Station (Routes 34, 35, 36), both of which lie just beyond the District boundary in Prince George's County. Route 30 trips terminate at Potomac Avenue Metrorail Station or at Archives. The primary streets served by these routes are Wisconsin Avenue NW, M Street NW, Pennsylvania Avenue NW and SE, Independence Avenue SW, Naylor Road SE, Alabama Avenue SE, Branch Avenue SE, and Southern Avenue SE.

The 30s Line service has long suffered from continuing performance-related issues, including schedule adherence, bus bunching, traffic congestion, delays, passenger crowding, detours and incident response. In 2006, a proposed reconfiguration of this long line into two component parts was presented to the community at two public meetings. Significant feedback was received from riders who did not believe that a route change would solve the performance issues and who were concerned that required transfers would be disadvantageous to passengers. In response, the Washington Metropolitan Area Transit Authority (WMATA) partnered with the District Department of Transportation (DDOT) to conduct a more comprehensive study of the 30s Line that included opportunities for public participation throughout the planning process in order to develop recommendations that would be widely supported by bus riders and the general public.

This study was conducted from June through December 2007. The primary purpose of the study was to perform a comprehensive review of methods for improving the performance of transit service along the 30s Line and to develop an improvement strategy that includes service, operations and customer information enhancements. The line was chosen for study by WMATA and DDOT for several reasons. Its average weekday ridership of 20,000 and average monthly ridership of nearly half a million make it the most heavily used line in the Metrobus system. The transit corridor is an important link to downtown for residents in Southeast and Northwest, but because of the popularity of the service and heavy traffic along the line, it often suffers from overcrowding, bus bunching, and delays.

Drawing on public input from a rider survey and six public meetings, the study developed recommendations for short-term and long-term enhancements in each of the following areas:

- Service plan
- Service monitoring and management
- Customer information
- Bus stops
- Traffic management strategies
- Running way improvements
- Vehicles
- Fare payment strategies

More information about the study and the recommendations related to each of these areas may be found on the project website at [www.metrobus-30s-dc.com](http://www.metrobus-30s-dc.com). This public hearing docket will focus just on the proposed service plan as it relates to changes to existing Routes 30, 32, 34, 35, and 36.

## **PROPOSED METROBUS SERVICE**

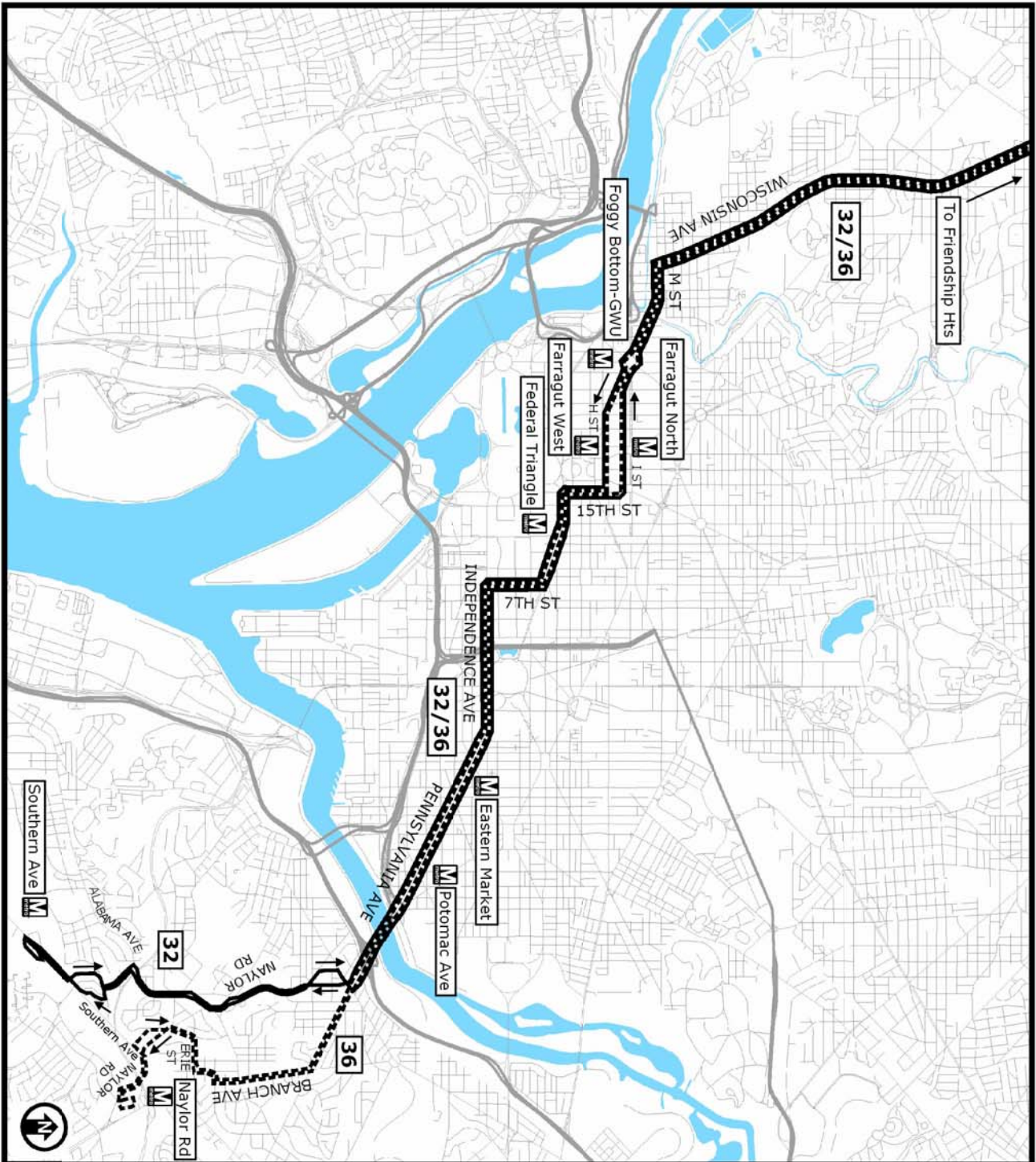
The proposed Metrobus service plan creates a family of services with routes that address the various travel markets in this corridor. These routes can be categorized as follows:

- Maintain regular local bus service along the existing Routes 32 and 36 with the capability of providing a one-seat ride from Southern Avenue and Naylor Road Stations to Friendship Heights.
- Implement new neighborhood routes in the Naylor Road (Route M5) and Wisconsin Avenue (Route 31) corridors to provide direct services connecting residential areas to nearby commercial centers and other regional transit services.
- Implement new peak period limited-stop routes to provide faster service connecting Friendship Heights Station (Route 37) and Naylor Road Station (Route 39) with the downtown employment area.
- Discontinue existing Routes 30, 34, and 35. However, all stops currently served by these discontinued routes would continue to be served by one or more of the proposed routes.

Enhanced street supervision and service management would be implemented in order to improve service reliability and reduce bus bunching.

Details of each of the proposed routes are shown on the following pages.

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# Proposed Routes 32 and 36



## **PROPOSED PENNSYLVANIA AVENUE LINE, ROUTES 32 AND 36**

### **Route Descriptions**

#### **Route 32 (Southern Avenue Metrorail Station - Friendship Heights Metrorail Station)**

Same as existing Route 32 operating from Southern Avenue Station via Southern Avenue, 22<sup>nd</sup> Street, Savannah Street, 23<sup>rd</sup> Street, Alabama Avenue, Naylor Road, 23<sup>rd</sup> Street, Minnesota Avenue, Pennsylvania Avenue, Independence Avenue, 7<sup>th</sup> Street, Pennsylvania Avenue, 15<sup>th</sup> Street, I Street, Pennsylvania Avenue, M Street and Wisconsin Avenue to Friendship Heights and return.

#### **Route 36 (Naylor Road Metrorail Station - Friendship Heights Metrorail Station)**

Same as existing Route 36, except as noted, operating from Naylor Road Station via Naylor Road, Southern Avenue, 30<sup>th</sup> Street, Erie Street, 33<sup>rd</sup> Street, Camden Street, Branch Avenue, Pennsylvania Avenue, Independence Avenue, 7<sup>th</sup> Street, Pennsylvania Avenue, 15<sup>th</sup> Street, I Street, Pennsylvania Avenue, M Street and Wisconsin Avenue to Friendship Heights and return. The existing loop south of Erie Street via 33<sup>rd</sup>, Gainesville, and 31<sup>st</sup> Streets would be discontinued.

### **Frequency and Span of Service**

Route 32 service would operate between Southern Avenue and Friendship Heights Stations every 30 minutes from 4:30 AM to 2:30 AM weekdays, Saturdays, and Sundays.

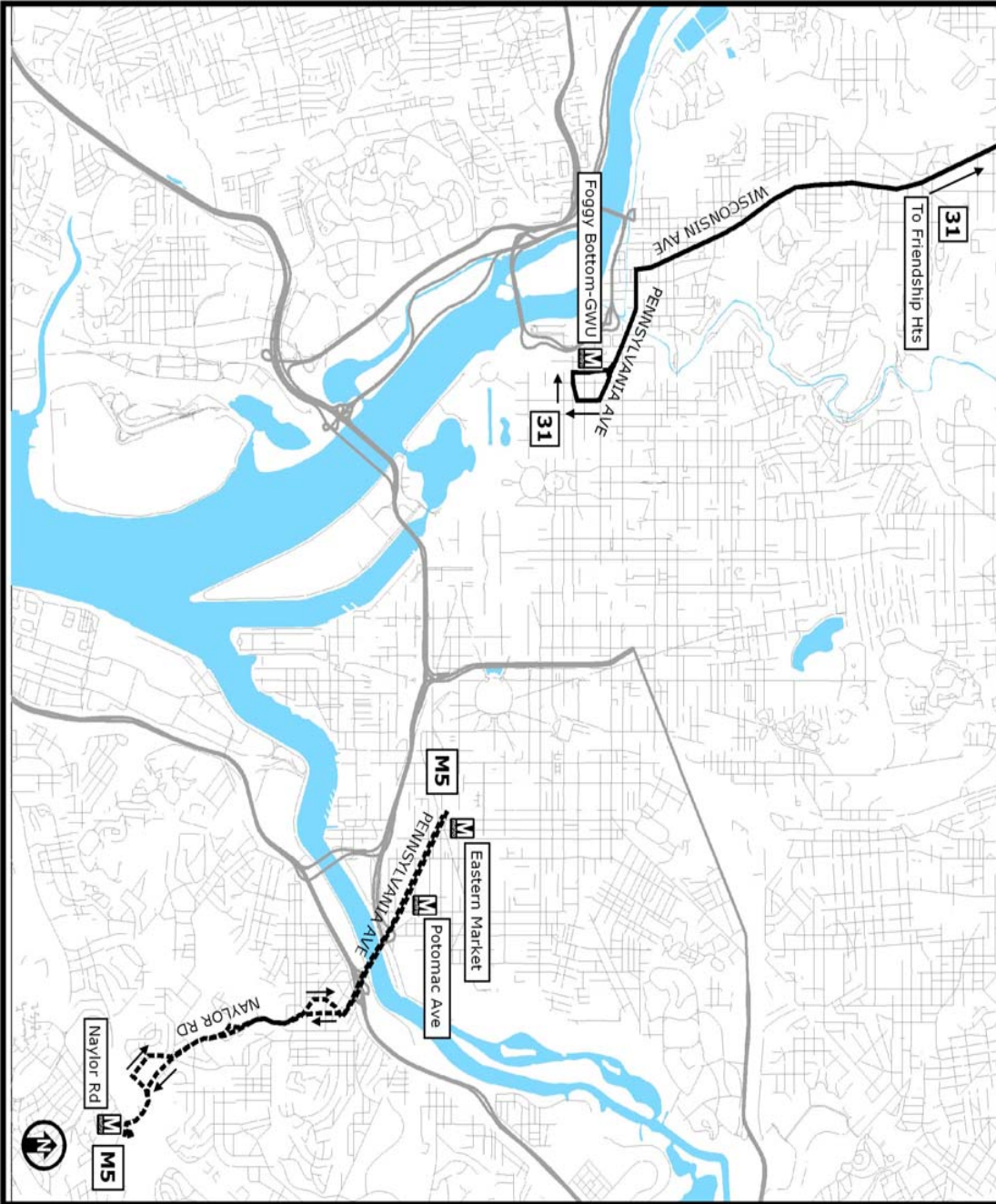
Route 36 service would operate between Naylor Road and Friendship Heights Stations every 30 minutes from 4:45 AM to 2:15 AM weekdays, Saturdays, and Sundays.

Between L'Enfant Square (Pennsylvania & Minnesota Avenues) and Friendship Heights, where both routes operate on the same streets, the combined frequency of service would be every 15 minutes.

During AM and PM peak periods, additional short trips would be scheduled to operate between Southern Avenue Station and Foggy Bottom-GWU Station, between Naylor Road Station and Foggy Bottom-GWU Station, and between McLean Gardens and Archives as necessary in order to provide sufficient capacity to accommodate passenger demand.

### **Benefits**

These routes respond to public and rider requests to maintain some continuous local bus service from SE to NW. The proposed 32 and 36 routes would provide this connection without requiring passengers to transfer in order to complete their trips. The 32 and 36 routes maintain existing service from Southern Avenue and Naylor Road Stations to Friendship Heights and serve all stops along the routes.



## Proposed Routes 31 and M5





**PROPOSED NAYLOR ROAD LINE, ROUTE M5  
PROPOSED WISCONSIN AVENUE LINE, ROUTE 31**

**Route Descriptions**

**Route M5 (Naylor Road Metrorail Station - Eastern Market Metrorail Station)**

Same as existing Route 34 operating from Naylor Road Station via Naylor Road, Southern Avenue, 30<sup>th</sup> Street, Naylor Road, 23<sup>rd</sup> Street, Minnesota Avenue, and Pennsylvania Avenue to Eastern Market and return.

**Route 31 (Friendship Heights Metrorail Station - Foggy Bottom-GWU Metrorail Station)**

Same as existing Routes 30-36 operating from Friendship Heights via Wisconsin Avenue, M Street, and Pennsylvania Avenue to Foggy Bottom-GWU Station and return.

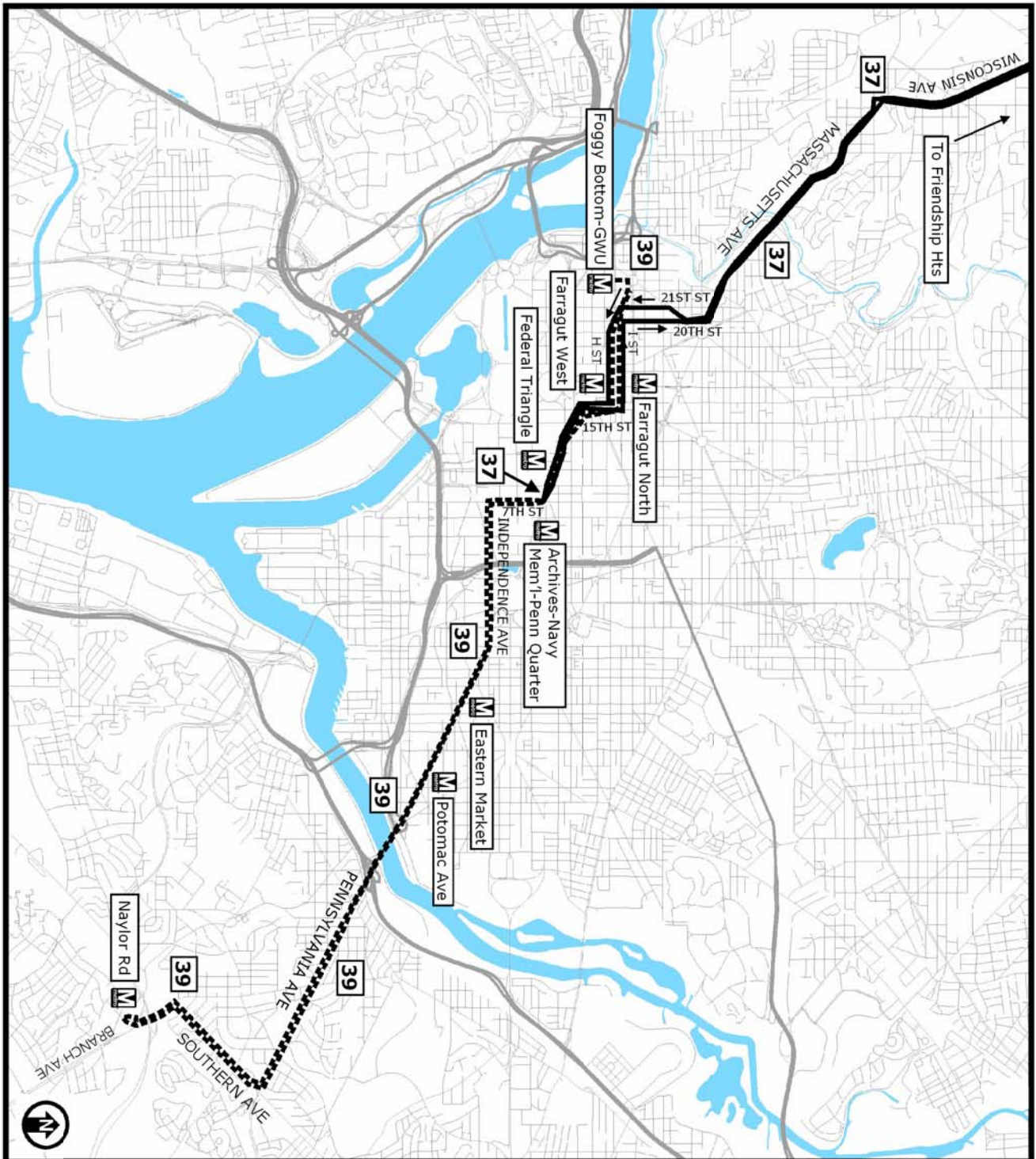
**Frequency and Span of Service**

Route M5 would operate between Naylor Road and Eastern Market Stations from 5 AM to 1 AM every 15 minutes during AM and PM peak periods and every 30 minutes at all other times.

Route 31 would operate between Friendship Heights and Foggy Bottom-GWU Stations from 5 AM to 1 AM every 15 minutes during AM and PM peak periods and every 30 minutes at all other times.

**Benefits**

These routes would provide more reliable all-day service between residential neighborhoods, retail shopping centers and employment opportunities, as well as connecting with Metrorail and major bus routes. The relatively short length of these routes would make them easier to manage and reduce the potential for bus bunching.



# Proposed Routes 37 and 39



**PROPOSED WISCONSIN AVENUE LIMITED LINE, ROUTE 37  
PROPOSED PENNSYLVANIA AVENUE LIMITED LINE, ROUTE 39**

**Route Descriptions**

**Route 37 (Friendship Heights Metrorail Station - Archives)**

From Friendship Heights via Wisconsin Avenue, Garfield Street, Massachusetts Avenue, 20<sup>th</sup> Street, New Hampshire Avenue, 21<sup>st</sup> Street, Pennsylvania Avenue, H Street, 15<sup>th</sup> Street, and Pennsylvania Avenue to Archives and return.

**Route 39 (Naylor Road Metrorail Station - Foggy Bottom-GWU Metrorail Station)**

From Naylor Road Station via Branch Avenue, Southern Avenue, Pennsylvania Avenue, Independence Avenue, 7<sup>th</sup> Street, Pennsylvania Avenue, 15<sup>th</sup> Street, I Street, and Pennsylvania Avenue to Foggy Bottom-GWU Station and return.

**Frequency and Span of Service**

Route 37 would operate every 15 minutes weekdays from Friendship Heights to Archives between 6:30 and 10 AM and every 15 minutes from Archives to Friendship Heights between 4 and 7:30 PM.

Route 39 would operate every 15 minutes weekdays from Naylor Road Station to Foggy Bottom-GWU between 6 and 9:30 AM and every 15 minutes from Foggy Bottom-GWU to Naylor Road between 3:45 and 7:15 PM.

**Stops**

Routes 37 and 39 would only serve certain widely spaced stops along the routes. The distance between stops would vary, but on average they would be approximately one-half mile apart. The selection of stops would be based on a number of key factors, including the number of passengers boarding and alighting, transfer connections to Metrorail and other bus routes, and key trip origin and destination points.

**Benefits**

The limited number of stops would result in up to 25 percent faster service than regular local bus routes. Route 37 would bypass traffic congestion in Georgetown, reducing the potential for delay and bus bunching. Route 39 would provide a shorter and more direct route between Naylor Road Station and downtown as well as serving the full length of Pennsylvania Avenue SE in support of the District's Great Streets Program.