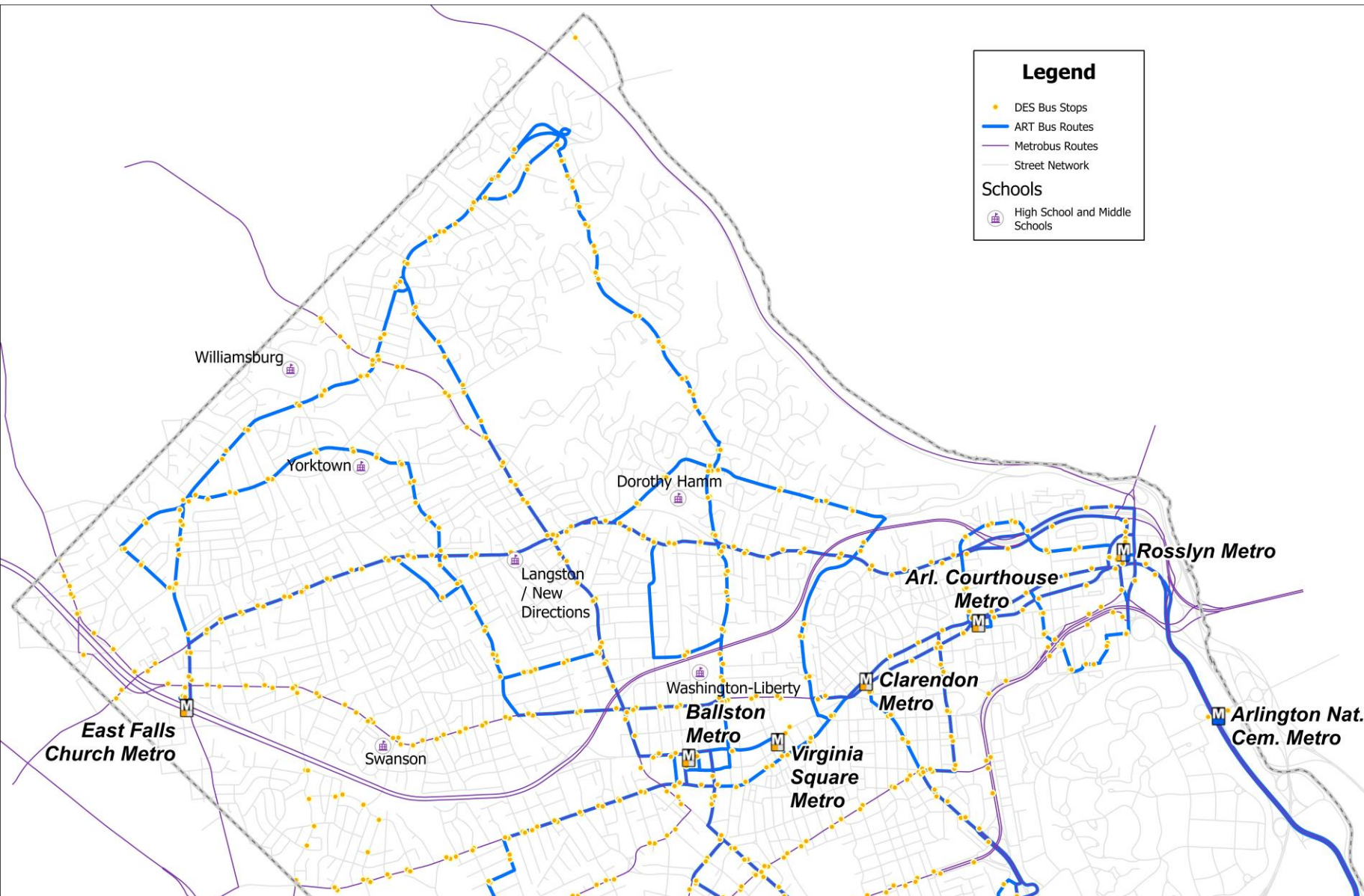


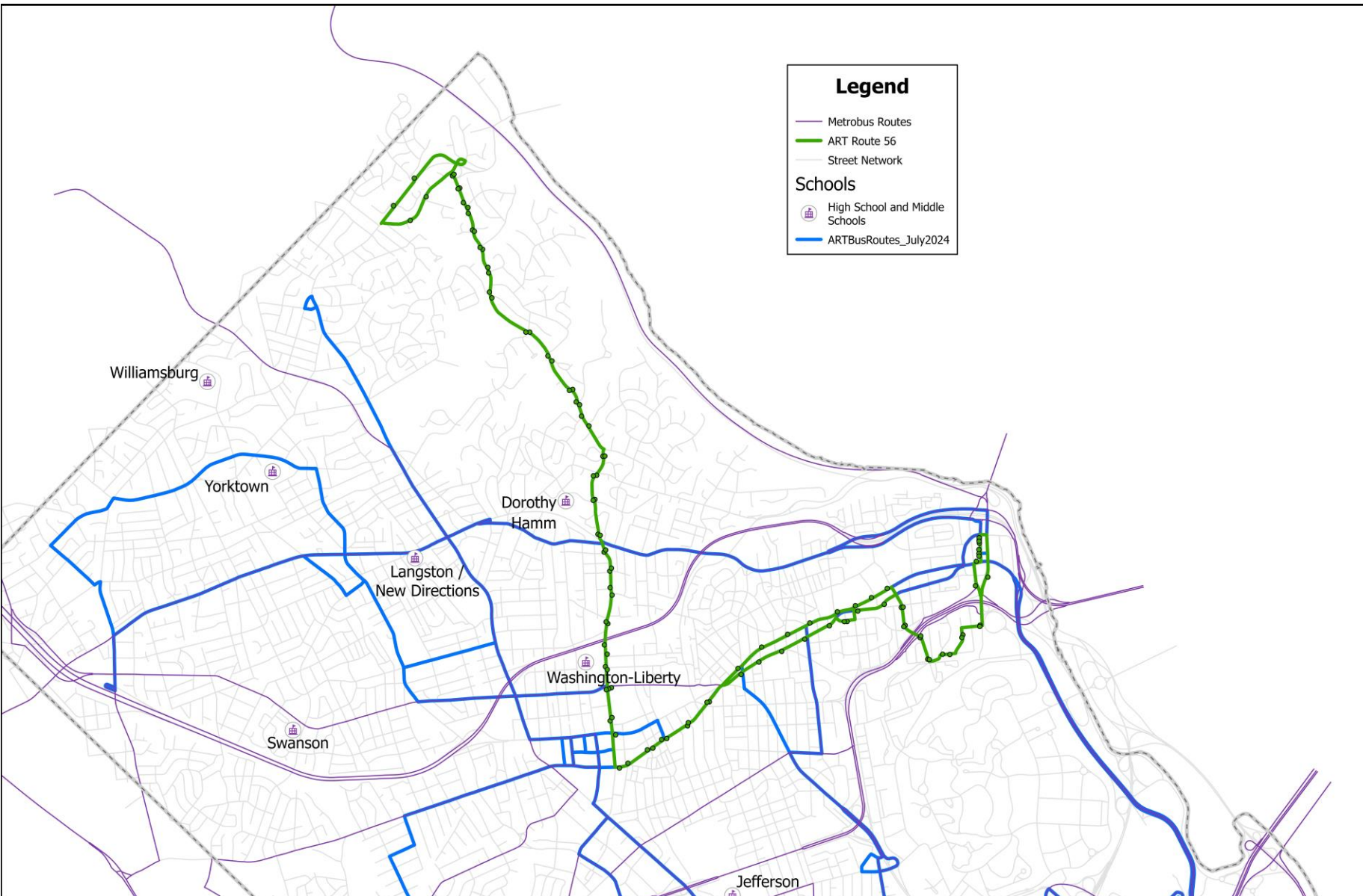
FY2025 Service Changes



Existing Service

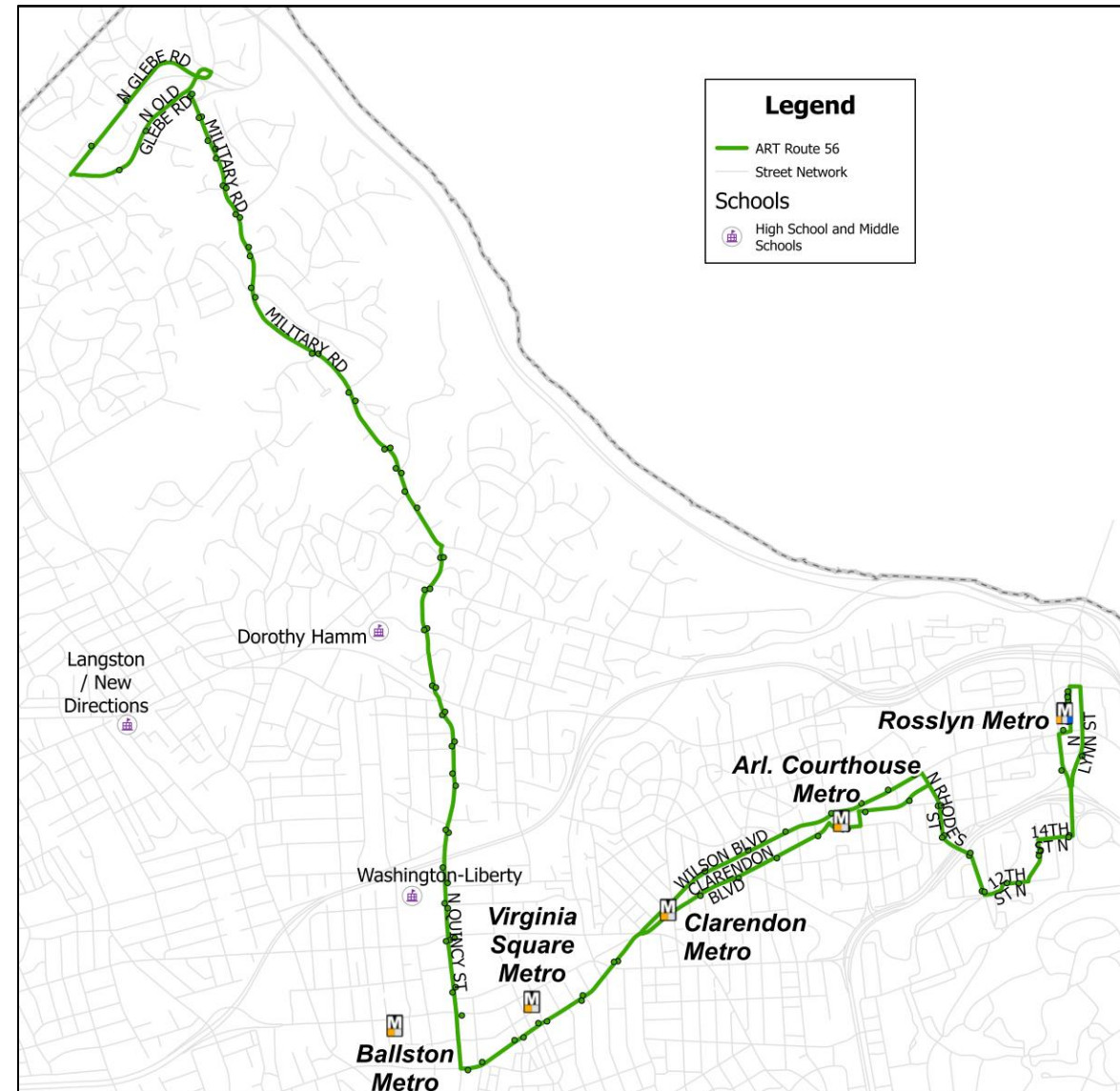


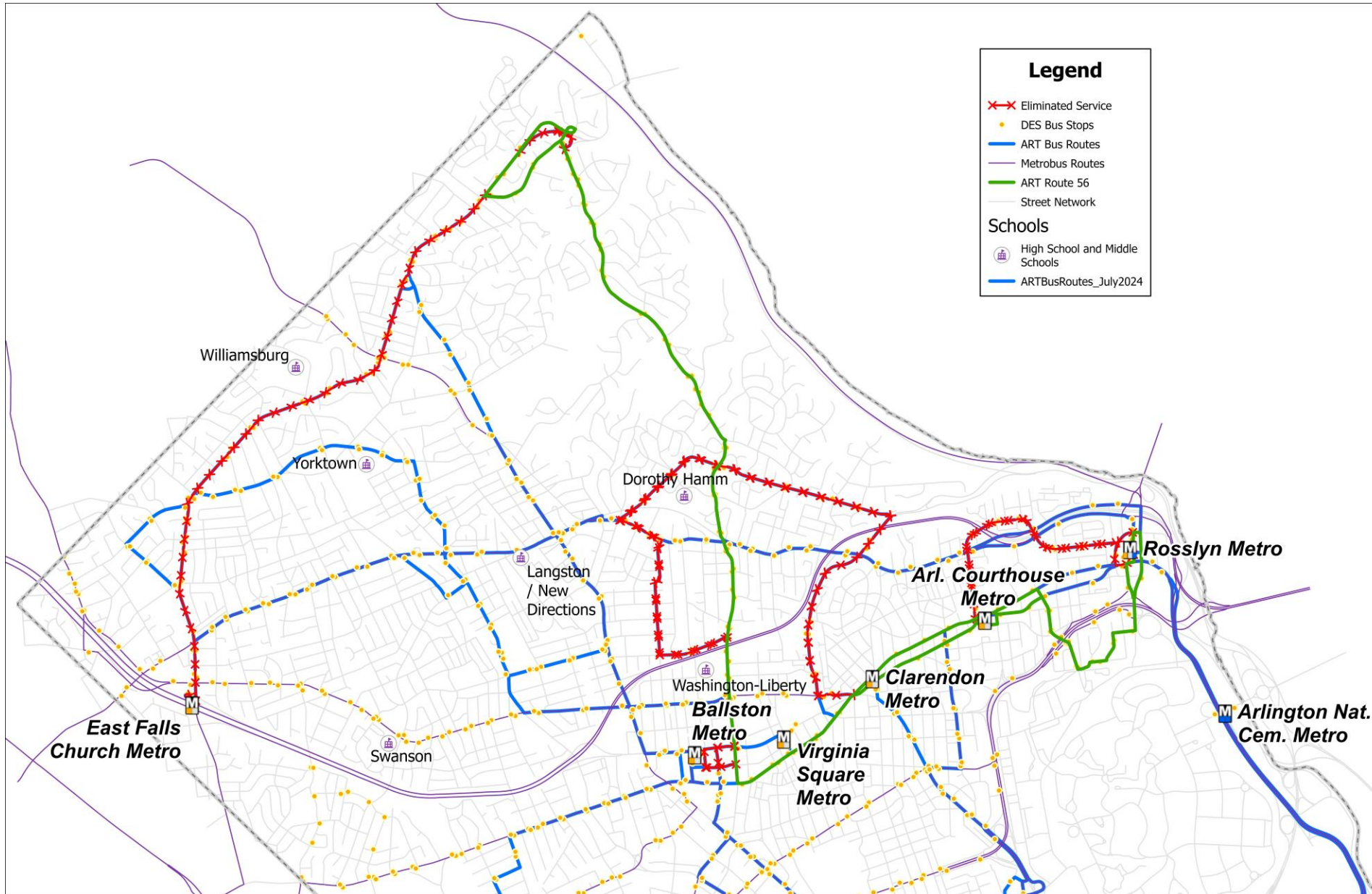
Service Change: Route 56



Route 56 Right & Lefts

Route 56 EB		Route 56 WB	
Madison Community Center		Rosslyn Bus Bays	
NE	Old Glebe Rd	Right	Wilson Blvd
Right	Military Rd	Left	N Fort Myer Dr
Continue	N Quincy St	Continue	N Meade St
Left	Wilson Blvd	Vear Right	N Meade St
Vear Left	Clarendon Blvd	Right	14th St N
Right	15th St N	Left	N Oak St
Court House Meto (Flag Stop)		Right	12th St N
E	15th St N	Vear Left	12th St N
Left	N Courthouse Rd	Right	N Queen St
Right	Clarendon Blvd	Continue	N Rhodes St
Right	N Rhodes St	Left	Wilson Blvd
Continue	N Queen St	Wilson Blvd @ N Veitch St	
Left	12th St N	W	Wilson Blvd
Right	12th St N	Continue	Wilson Blvd
Left	N Oak St	Right	N Quincy St
Right	14th St N	Continue	Military Rd
Left	N Meade St	Vear Left	Military Rd
Vear Right	N Lynn St	Right	N Old Glebe Rd
Left	19th St N	RAMP to SB	N Glebe Rd
Left	N Moore St	Continue	N Glebe Rd
Rosslyn Bus Bays		Left	N Old Glebe Rd
		Madison Community Center	





"Bus Bunching"

"Bus Bunching" is where two or more buses on the same route travel closely together undermining service reliability.

Along the Ballston-Rosslyn corridor buses from several different routes use this corridor and often travel closely together.

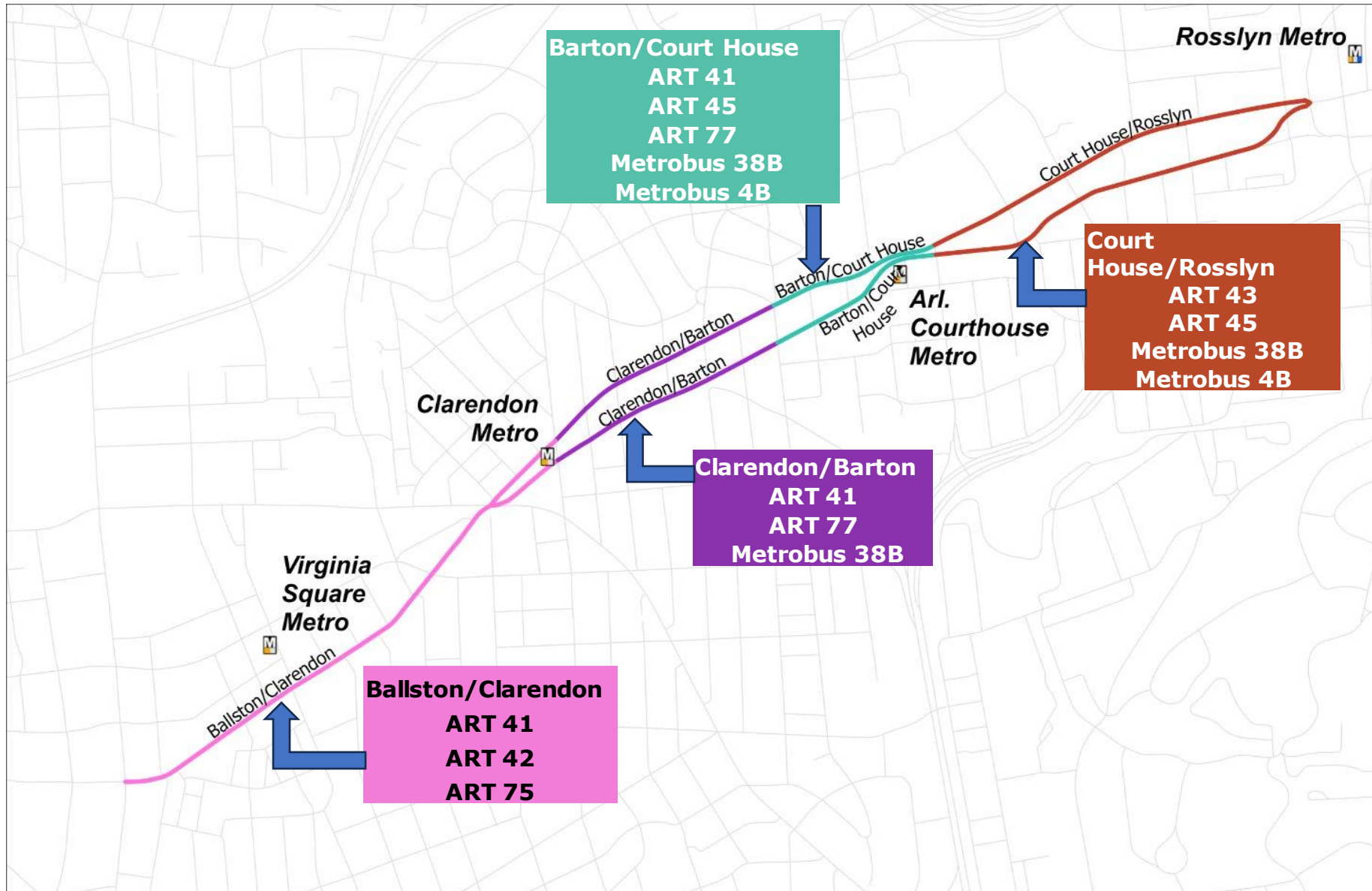
The operation in the corridor isn't classic bus bunching but could cause missed pick-ups due to buses "skipping" stopped bus.

Routes operating in the corridor serve different destinations; buses arriving at the same time allow for transfers between routes.

Consideration should be giving to headways to optimize operations and transfers.



Headway Analysis



Analysis of service along Ballston/Rosslyn Corridor

Consider both ART and Metrobus Routes.

(+) pulls on segment at
 (-) pulls off segment at

Ballston	41+, 42+, 75+
Washington	38B+ 77+; 42-
Barton	4B+, 45+
Clarendon	43+, 41-, 77-