



**Unitrans Advisory Committee  
Veterans Memorial Center – Game Room  
203 E. 14<sup>th</sup> Street**

**AGENDA**

**Monday, March 8, 2010  
6:30 p.m.**

Committee Members: Herman Boschken, Natural Resources Commission;  
Tansey Thomas, Senior Citizen Commission;  
Dan Fenocchio, Safety & Parking Advisory Commission;  
Bree Rombi, ASUCD; Dave Pelz, Citizen at Large;  
Chris Dietrich, ASUCD; Julie Sontag, Citizen at Large,  
Joe Chatham, ASUCD; Roche Zefo, Citizen at Large

Staff: Sue Gedestad, Assistant Public Works Director

Council Liaison: Sue Greenwald

---

- 6:30 PM**
- 1. Roll Call**
  - 2. Introductions**
  - 3. Approval of Agenda**
  - 4. Approval of the Minutes of December 9, 2009**
  - 5. Committee and Staff Announcements**
  - 6. Public Communications:** At this time, any member of the public may address the Unitrans Advisory Committee on items within the committee's jurisdiction which are not listed on this agenda. Public comments will be accepted for items listed on the agenda when that matter is considered by the committee. No formal action may be taken on issues not listed on this agenda. Presentations may be limited depending on time available.

---

*General Notes: The times designated for particular agenda items are approximate and are subject to change. Please be aware that items may be heard earlier depending on the time taken on previous agenda items.*

*The City does not transcribe its proceedings. Persons who wish to obtain a verbatim record should arrange for attendance by a court reporter or for some other acceptable means of recordation. Such arrangements will be at the sole expense of the individual requesting the recordation.*

*Agenda packets are available for review or copying at the Yolo County Library, Davis Branch, 315 East 14th Street. Meeting facilities are accessible to persons with disabilities. By request, alternative agenda document formats are available to persons with disabilities. To arrange an alternative agenda document format or to arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting, contact the City Clerk by calling 757-5648 (voice) or 757-5666 (TDD).*

## **Regular Calendar**

### **7. Re-routing Unitrans Buses Through the Core of Downtown**

At our December 9 Unitrans Advisory Committee (UAC) meeting, during public comment the subject of re-routing Unitrans buses through the core area was raised. The UAC voted to hold another meeting to specifically address this issue.

**Recommendation:** Support Unitrans recommendation of:

- 1.** Re-route Inbound M Line Through Downtown
- 2.** Increase Awareness of Existing Through-Routes and Timed-Transfers

**Unitrans Advisory Committee**  
**\*\*\* DRAFT \*\*\***  
**Minutes**  
**December 9, 2009**

**Present:** Adrienne Kandel, Natural Resources Commission;  
Joe Chatham, ASUCD;  
Dan Fenocchio, Safety & Parking Advisory Commission;  
Dave Pelz, Citizen at Large; Chris Dietrich, ASUCD;  
Roche Zefo, Citizen at Large

**Absent:** Justin Patrizio, ASUCD (unexcused);  
Julie Sontag, Citizen at Large (unexcused);  
Tansey Thomas, Senior Citizen Commission (unexcused)

**Staff:** Sue Gedestad, Operations Administrator

**Council Liaison:** Stephen Souza

**Others:** Geoff Straw, Unitrans General Manager  
Anthony Palmere, Unitrans Assistant Manager

---

- 1. Roll Call**
- 2. Introductions**  
All present, including non-members, introduced themselves.
- 3. Agenda Approval**  
Agenda was approved by consensus.
- 4. Approval of Minutes**  
The minutes of April 6, 2009 were approved by consensus.
- 5. Committee and Staff Announcements**  
Sue Gedestad, staff liaison, shared the emails from Rich Rifkin and Joy Cohan speaking to bus service in the downtown area.
- 5. Public Communications**

Rich Rifkin spoke about increased bus service to the downtown area. Also offered suggestions for re-routing some lines through the downtown.

The Committee chose to hold another meeting to fully discuss then comment on this issue.

## **Regular Calendar**

### **7. Elect Chair**

Roche Zefo was elected Chair.

### **8. Report from SACOG Unmet Needs Hearing**

The SACOG process has not begun yet for this current year so there was no update.

### **9. Recap of 08/09 Service Changes and Activities**

- Only minor changes were made
- Added time to L and W lines (required one added bus in service)
- New H line (Silo-Health Sciences District)
- D-Line stays on Hutchison
- U-DASH lunchtime shuttle
- NextBus real-time information launched

### **10. Update on Current Ridership and On-Time Performance Statistics**

- Overall ridership up slightly (avg wkdy 4%) – average weekday 20,800
- Continued shift toward Silo lines – total of Silo lines up 10%; MU total unchanged
- On-time performance improved to 90%
- Increase in crowding on buses
- Specific Lines
  - new H line doing well. 157 daily riders, >16 passengers per vehicle hour.
  - U-DASH ridership very low. Average boarding has been about 12/day.
  - L and W on-time performance greatly improved (L 62% to 79%, W 66% TO 92%).
  - D line saving 1.5 minutes with revised route.

### **11. Update on Unitrans Capital Projects**

- Hutchison/Silo Passenger Terminal – officially opened Oct. 30, 2009.
- Six New Flyer buses delivered June 2009
- Nineteen New Flyer buses delivered December 2009
- Two Alexander Dennis Enviro 500 Double-Deckers – seats 81 passengers; same footprint as existing 40-foot single deck buses. Expected delivery in late December 2009 / early- January 2010.
- Planning for Memorial union Passenger Terminal Expansion
- Construction several years out

**12. Recommended Unitrans Route Changes**

Increased frequency on A line between Cantrill or Amtrak and UCD

After much discussion the committee voted to support routing changes of the A Line with the following preferences.

New service near new Target store on 2<sup>nd</sup> Street.

This Committee voted to support this new service.

New Sunday fixed route service on J/W and P/Q lines.

This committee voted to support this new service.

**13. Overview of Potential Future Recommendations**

Potential service cuts in 10/11 if UC Davis furloughs extend beyond August 2010:

- \* Reduced evening service
- \* Reduced/eliminated weekend service
- \* Reduced tripper service

NOTE: All of the above potential changes are no longer necessary because of other alterations done with campus.

Potential discontinuance of downtown Lunchtime Shuttle (U-DASH) if performance standards are not achieved.

The Committee voted to support the discontinuance of the U-Dash if necessary, as defined by Unitrans.



One Shields Avenue  
Davis, California 95616-8579

January 11, 2010

Sue Gedestad  
City of Davis  
23 Russell Boulevard  
Davis, CA 95616

**Re: Potential Impact of Routing Additional Unitrans Buses Through Downtown Davis**

Dear Sue:

At the December 9, 2009 Unitrans Advisory Committee (UAC) meeting, a member of the general public (Rich Rifkin) suggested that one or more Unitrans bus lines should be re-routed through the core of downtown Davis to better serve residents traveling to/from that area. After hearing Mr. Rifkin's suggestion, the committee asked that staff develop a memorandum detailing the potential impacts of routing additional Unitrans bus lines through the downtown area, which could be considered at a subsequent UAC meeting in early 2010.

#### Background

Mr. Rifkin originally suggested in a Davis Enterprise article on September 30, 2009 that all Unitrans bus lines should be routed through the core of downtown Davis (specifically, 3<sup>rd</sup> and B Streets) prior to serving one of the two passenger terminals on the UC Davis campus. On November 16, 2009, I discussed Mr. Rifkin's article at a DDBA / Davis City Council 2x2 meeting. The attendees were not convinced that all Unitrans bus lines should be re-routed through the downtown area, based on the impacts to traffic congestion, loss of automobile parking (to accommodate the additional buses) and the emissions impacts of increased bus miles traveled. Mr. Rifkin subsequently emailed you on December 3, 2009 suggesting that his proposal be considered by the UAC at its December 9 meeting. However, his suggestion was received after the UAC agenda was published, and you suggested that he submit his testimony as part of the public comment period.

I contacted Mr. Rifkin via email on December 7, 2009, to provide operating and financial information about Unitrans. I also explained to him that his proposal would likely have an adverse impact on traffic congestion in the downtown area, it would require additional operating and capital funding to extend those routes that do not currently operate in the downtown area, and it would increase fuel used by our buses. I also explained that I did not believe his proposal would provide a net increase in ridership, since it would require out-of-direction travel by the majority of riders that are traveling to/from the UC Davis campus. I believe that my reasoning encouraged Mr. Rifkin to amend his initial proposal to instead suggest at the UAC meeting that

only those routes that might be operationally feasible and that might provide benefits to potential riders be considered for revision.

During the UC Davis academic year, Unitrans operates 15 all-day routes out of two passenger terminals located on the UC Davis campus. The A, C, D, H, J, L and W lines operate out of the Silo Passenger Terminal on the south central area of the core campus. The D, J and W lines are scheduled to operate four buses per hour on each line, while the remaining bus lines operate two buses per hour. On the northeast area of the campus, the B, E, F, G, K, M, P and Q lines operate out of the Memorial Union (MU) Passenger Terminal. The G and M lines are scheduled to operate four buses per hour, while the remaining bus lines operate two buses per hour. It should be noted that, due to traffic delays and high passenger loads, Unitrans also operates “tripper” buses, which are not depicted in our published schedule. In addition to these year-round routes, Unitrans also operates the S and T lines, which provide service to and from the Davis High School campus, as well as the Holmes and Harper junior high school campuses, during the Davis Joint Unified School District academic year. Appendix A provides a map of the year-round bus lines serving Davis, and this map shows average boardings by stop, based on October 2009 data.

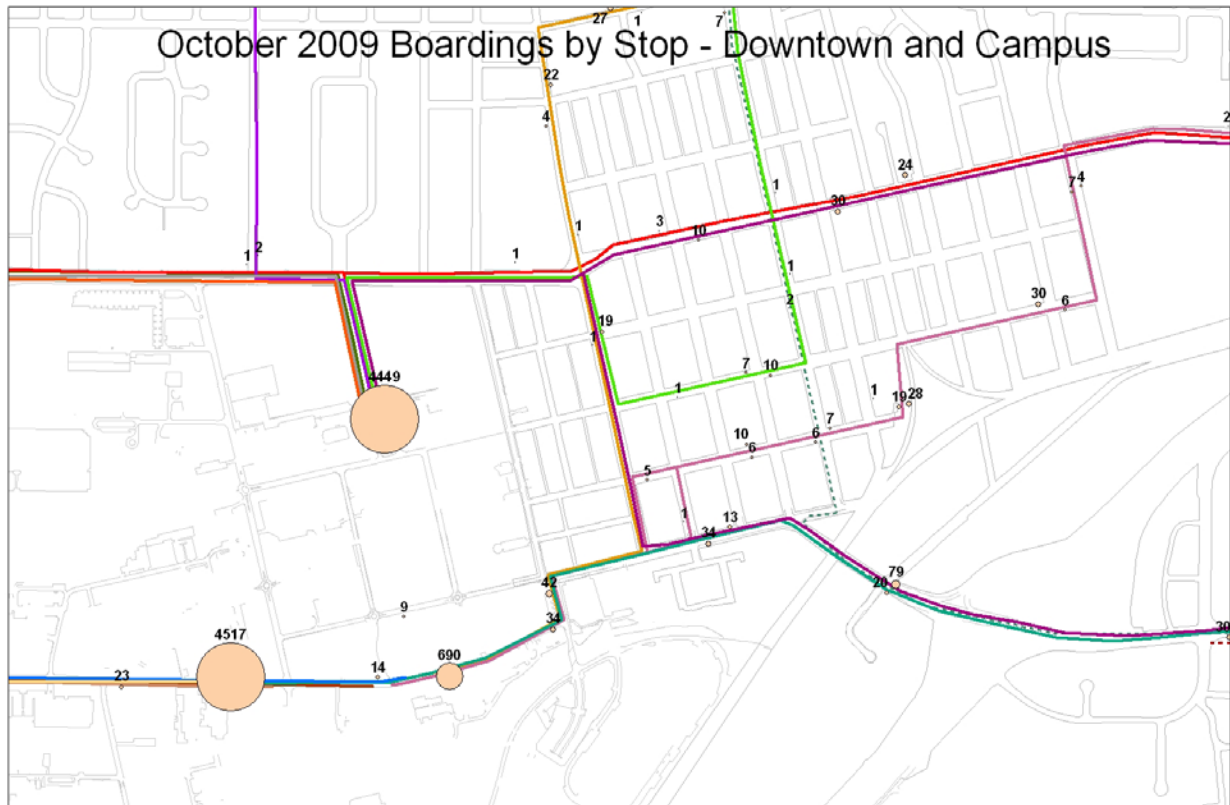
As is standard in the transit industry, the Unitrans service plan includes a sufficient amount of scheduled time on each bus trip to allow for normal delays such as traffic congestion, wheelchair boarding/alighting, railroad crossings, driver check-in time, etc. For example, the schedule for the 60-minute P line actually only shows 50 minutes of travel time, while the 30-minute G line schedule only shows 25 minutes of travel time. In addition, the Unitrans service plan seeks to provide fixed route service within ¼ mile of all activity centers and reasonably dense residential areas; this is typically referred to as the “1/4 mile effective service area.” Finally, the Unitrans service plan is based on a pulse, or timed-transfer, arrangement. Under this scenario, all year-round bus lines begin and end at one of the two passenger terminals – generally at the top and bottom of each hour (the higher-frequency D, G, J, M and W lines also pulse near :15 and :45 minute periods). That permits riders to make a timed-transfer between buses, and riders know that a bus serves their bus stop at a time that is reasonably consistent throughout the day<sup>1</sup>. The hour-long lines (A, P and Q) operate continuous loops, while the rest of the lines “interline” between two routes each hour.

As Mr. Rifkin points out in his article, only the A and E lines bisect the core of downtown Davis, providing direct service to passengers wishing to access this area. However, based on recent passenger boarding counts, the downtown bus stops board relatively few passengers on an average day in comparison to other bus stops on those two bus lines. As depicted in the map below and in the table in Appendix B, of the two bus lines that directly serve the downtown area, 5 percent of average daily boardings were recorded on the A-line and less than 2.5 percent on the E-line. When we include the bus lines that provide service on the periphery of downtown, the numbers are similar. In fact, less than 3 percent of the total boardings recorded on buses that either directly serve downtown or provide service on the periphery were recorded at the downtown bus stops. This suggests that there is relatively little passenger demand for transit

---

<sup>1</sup> The morning and afternoon arrival times coincide with the beginning of classes at the UC Davis campus. Specifically, morning classes begin at the top of each hour, while afternoon classes begin 10 minutes after each hour.





Unitrans provides several tools to help riders plan for these types of trips. One is Google Transit, which permits users to plan online trip itineraries from any point in Davis to another. Unitrans also recently implemented a GPS-based vehicle tracking system that permits riders to obtain the real-time location of buses, as well as the predicted arrival at any Unitrans bus stop. Our customer service agents can also provide this information from 7:00AM to 6:00PM on weekdays and 9:00AM to 5:00 PM on Saturdays during the UC Davis academic year (reduced hours are provided during the non-academic year). Finally, upon passenger request, our drivers are trained to communicate with the driver of a connecting bus via two-way radio to facilitate passenger transfers.

### Alternatives Analysis

Below are several alternatives that could be implemented to potentially enhance transit access in the downtown Davis area.

#### **Re-Route L-line Through Downtown Davis**

In his UAC public testimony, Mr. Rifkin specifically suggested that the L line bus be re-routed through downtown, via F Street, 3<sup>rd</sup> Street and B Street. The L-line currently provides twice-hourly service from the Silo terminal to Fremont Circle in north-northeast Davis, operating along B Street, 8<sup>th</sup> Street and Pole Line Road. It requires 35 minutes to operate each route (not counting any layover/recovery time), and it is interlined with the H-line that operates entirely on the UC Davis campus. L line bus stops in the downtown area are located southbound and northbound at

B/4<sup>th</sup> Streets by Central Park, as well as a northbound bus stop at B/5<sup>th</sup> Streets by the DJUSD offices.

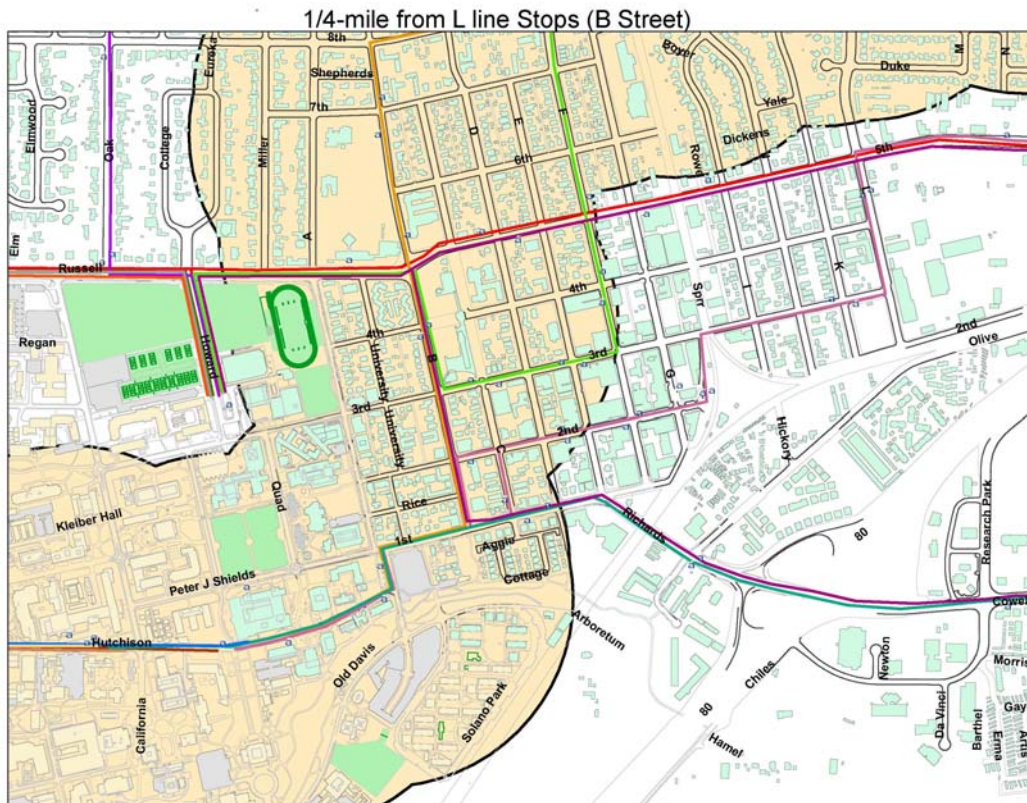
This line boarded 143,509 passengers in FY08-09, or approximately 4.2 percent of the Unitrans system total. While that represents the second-lowest ridership in the Unitrans system (only the F line experienced fewer boardings, at 89,932 passenger trips), it still provides important access to areas of town not otherwise served by other Unitrans or Yolobus routes. A commonly used measure of route effectiveness is “productivity,” which measures the number of passenger boardings per hour of service operated. In FY08-09, the L line achieved a productivity of 41.0 passenger trips per hour, or 80.5 percent of the system-wide average of 50.9. The L line currently experiences significant on-going delays, and it achieved the second lowest on-time performance of any Unitrans route – 79 percent of L line routes are operated more than 5 minutes late in comparison to the published schedule, versus 90 percent on-time for the entire system. Compounding this poor on-time performance, the L line is paired with the H line, the only 15-minute loop in our system. The H line has the third worst on-time performance (80 percent on-time).

The L line currently provides the nearest bus access to the Davis Senior Center and King High School campus, as well as to the eastbound and westbound bus stops located near the apartments at 8<sup>th</sup> and C Streets. As such, re-routing the L line bus to F Street would effectively remove service to these important activity centers. On the next page is a map depicting the ¼ mile effective service area of the L line. As depicted, the northbound and southbound bus stops on B Street near 4<sup>th</sup> Street provide service to much of the core downtown area – as far away as 3<sup>rd</sup> and F Streets. In addition, re-routing the L-line through downtown would increase the travel time of the L/H route pair in comparison to the current route structure due to traffic congestion – something neither the L or H line schedules can accommodate without requiring significant additional resources to maintain minimum twice-hourly service and still provide service to areas that have demonstrated a higher number of daily boardings than the downtown bus stops. For these reasons, this alternative is deemed operationally and financially infeasible.

### **Re-Route F-line Through Downtown Davis**

Mr. Rifkin also specifically suggested that F line bus be re-routed through downtown, via F Street, 3<sup>rd</sup> Street and B Street. The F line operates out of the MU terminal providing service to the North Davis area, operating along the Oak Street, Villanova Drive, East Alvarado Avenue, Catalina Drive and north Anderson Road corridors. This is one of the four Unitrans bus lines that use vintage double deck buses (the others being the B, E and G lines).

The F line achieved the lowest annual ridership of the year round bus lines, boarding only 89,932 passengers in FY08-09. Its productivity was only 30.9 passenger boardings per hour of service, which is 60.6 percent of the system-wide average. While the F line currently boasts the second best on-time performance of any Unitrans bus line (98 percent), re-routing the bus through downtown would result in significant out-of-direction travel for F line riders. Out-of-direction travel has proven to deter ridership in many empirical studies. It would also be difficult for the revised route to be effectively completed in a 25-minute travel period, and would thus require



significantly more capital and operating resources to provide direct service to the core downtown area. For these reasons, this alternative is deemed infeasible.

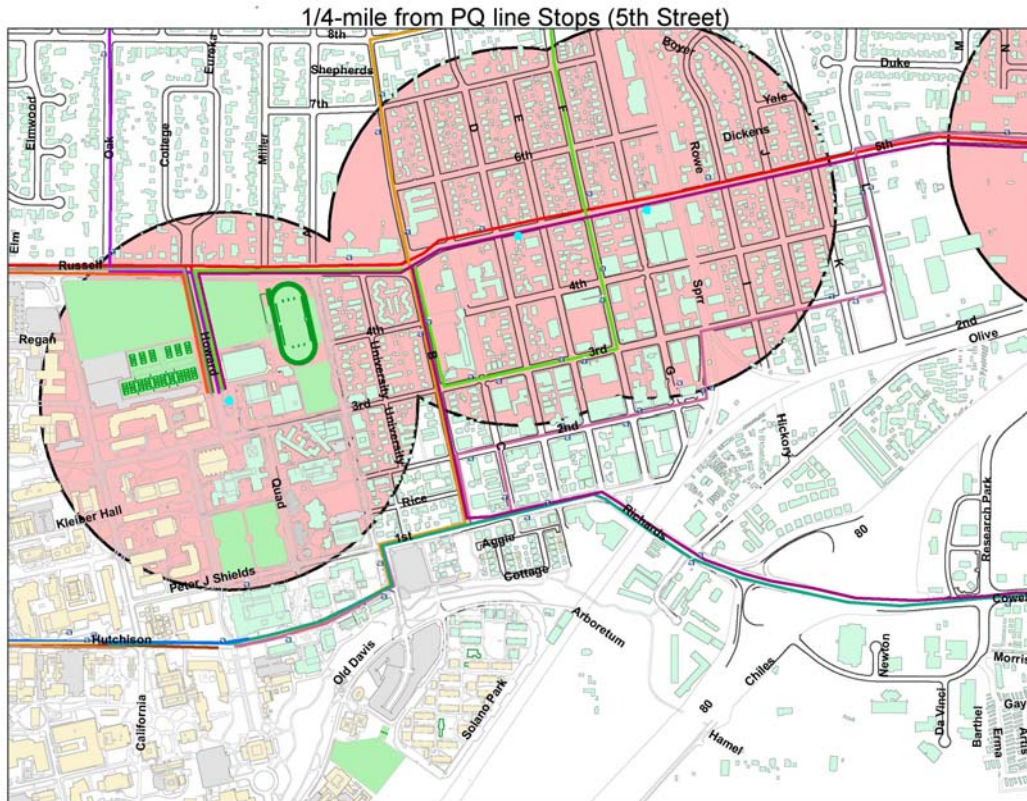
### **Re-Route P & Q lines Through Downtown**

Another service option is to re-route the P and Q lines through the core downtown area via F Street, 3<sup>rd</sup> Street and B Street. The P and Q lines currently provide twice-hourly bi-directional service out of the MU terminal, operating along primarily arterial corridors throughout the city of Davis. This route pair provides service within 1/4 mile of all three junior high school and the Davis High School campuses, as well as most major grocery stores, medical facilities, senior housing developments, parks, and other public facilities in Davis. In FY08-09, the P line provided 148,973 boardings and achieved a productivity of 22.3 passengers per service hours, while the Q line provided 170,735 boardings and achieved a productivity of 26.2. While those performance measures are relatively poor in comparison the system-wide averages, the route has proven to be extremely important to the community, since it provides “lifeline” service for medical, shopping, secondary school and recreational trip purposes for residents that do not have access to a private automobile – including service on Saturdays.

The P and Q line achieved on-time performance measures of only 80 percent and 84 percent, respectively. Given these relatively poor measures, re-routing the P and Q lines downtown could only feasibly be implemented by eliminating service elsewhere on this bi-directional loop in order to provide the necessary time to directly serve the core downtown area. Based on the P and Q lines’ current routing, it appears that eliminating service to the F Street, 14<sup>th</sup> Street / Villanova

and Anderson corridors is the only possible option. We will refer to that area as the “High School Area” for purposes of this discussion.

The P and Q lines currently operate in the downtown area along 5<sup>th</sup> Street, which provides service within ¼ mile of most of the core downtown area. Below is a map that depicts ¼ mile radius concentric circles around the P and Q bus stops along 5<sup>th</sup> Street in the downtown area. As shown, most destinations in the core downtown area north of 2<sup>nd</sup> Street are currently served by the P and Q lines.



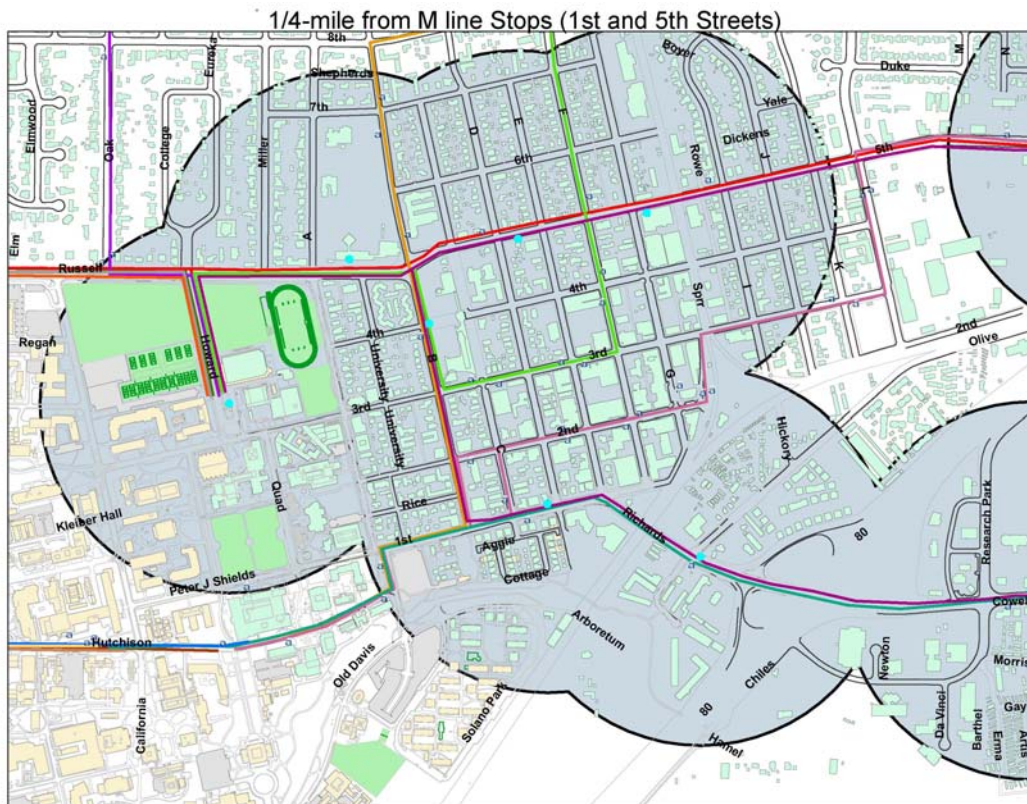
Obviously, there would be a ridership trade-off by eliminating service in the High School Area to provide more direct service in the downtown core area. In terms of current ridership, the P line currently experiences approximately 102 daily boardings/alightings in the High School Area, while it only experiences approximately 49 daily boardings/alightings at the two bus stops on eastbound 5<sup>th</sup> Street in the downtown area (at D Street and G Street). The Q line currently experiences similar numbers (118 in the High School Area versus 61 on westbound 5<sup>th</sup> Street at D Street and I Street). It might be expected that more riders would use the P and Q lines if the bus deviated into the core downtown area, but based on current ridership patterns on the A and E lines already serving the core downtown area, I do not believe the increase in ridership in the downtown area would offset the loss of ridership by eliminating service in the High School Area.

Another challenge would be in constructing a suitable bus stop on eastbound Covell Boulevard near F Street. A new nearside/upstream bus stop would require significant costs to construct a safe and accessible pedestrian access, would likely require removal of parking spaces in the lot

next to the Art Center, and would require residents at the nearby apartments on F Street to walk significantly farther to access the bus. A new far-side/downstream bus stop on the Covell Boulevard incline over the Union Pacific viaduct would not be advisable due to safety and sight line barriers. For these reasons, this option is deemed infeasible.

### Re-Route Inbound M-line Through Downtown

Another option would be to re-route the M-line through the core downtown area, operating northbound on E Street and westbound on 3<sup>rd</sup> Street. The M line currently provides one-way loop service four times per hour out of the MU terminal, serving the east bound 5<sup>th</sup> Street, southbound Pole Line, westbound Cowell Boulevard / Richards Boulevard corridors. In the downtown area, it serves two eastbound 5<sup>th</sup> Street bus stops (at D Street and G Street), as well as a bus stop in the westbound direction on 1<sup>st</sup> Street at D Street and one on northbound B Street at 4<sup>th</sup> Street. As depicted in the map below, the ¼ mile effective service area covers the entire core downtown area (the M line is depicted in light blue).



The M line is scheduled to interline with either the K line serving West Davis or G line serving North Davis, which means that riders from those interlined bus lines would not have to transfer buses at the MU terminal. In FY08-09, the M line provided 195,550 passenger boardings (sixth highest in the system) and achieved a productivity level of 40.2 boardings per service hour (79 percent of the system-wide average). The M line boasts the highest on-time performance measure (99 percent) of the entire system, and its schedule could likely absorb the additional time needed to travel in the congested downtown core area. As such, it appears that from a

purely transit operations perspective, this option is feasible. On average, only 22 average daily boardings/alightings occurred at the 1<sup>st</sup> and D Street bus stop during the last survey, so it likely would not adversely impact ridership by instead serving bus stops on 3<sup>rd</sup> Street at E Street and C Street.

However, there are two operational challenges that need to be ferreted out. The first is operating a full size bus on E Street between 1<sup>st</sup> Street and 3<sup>rd</sup> Street – a segment that to date has not been cleared for heavy-duty bus service. The Davis Public Works Department would have to determine if the roadway profile and intersections could handle bus traffic. The second issue is whether or not a full-size bus can make the turn into the bus stop on westbound 3<sup>rd</sup> Street at E Street without completely blocking the intersection while boarding/alighting passengers. I would not suggest instead traveling on F Street between 1<sup>st</sup> and 3<sup>rd</sup> Streets, since that would require out of direction travel near the end of the route – something that psychologically makes the trip much longer and would likely deter ridership for the majority of riders going to the UC Davis campus.

### **Re-Route Yolobus 42A/B Through Downtown**

While Unitrans cannot determine the routing of Yolobus service, recent discussions with Yolo County Transportation District officials clearly suggests that the Route 42A/B service schedule is already significantly impacted by traffic congestion. As such, it is not likely that the 42A/B buses could effectively provide service into the downtown Davis core area without significant operating and capital resources.

### **Re-Route Westbound Q Line Buses Through Downtown**

As mentioned above, the Q line currently serves a bus stop on 5<sup>th</sup> Street at D Street. Since it is relatively hazardous to safely negotiate a pedestrian crossing at this uncontrolled intersection, riders might be dissuaded from using the Q line to travel to/from the downtown area. As such, an option would be to re-route the westbound Q line onto F Street, 3<sup>rd</sup> Street and B Street. However, based on average travel speeds of buses in the downtown area, that route revision would likely add two to three minutes to each hourly loop – something that the Q line's schedule can ill afford (it currently has an on-time performance measure of 80 percent). For that reason, this option is deemed operationally infeasible.

It should be noted that the city of Davis, SACOG and Unitrans have agreed to conduct a study of intersections in Davis that could possibly incorporate Transit Signal Priority. Unitrans would like to focus that study on intersections through which the P and Q lines travel. If significant travel time can be achieved on the P and Q lines in the future through incorporation of TSP technologies, it might be possible to revisit this re-route option at a later date. Another potential improvement is the 5<sup>th</sup> Street Road Diet scenario that is currently being studied. If that project can ultimately improve pedestrian crossings on 5<sup>th</sup> Street, this issue could be mitigated and more riders might choose to use the Q line to access the downtown core.

**Increase Awareness of Existing Through-Routes and Timed-Transfers**

As discussed above, many options are currently available to access downtown Davis from points throughout the community. It is clear that these options are not well articulated to the riding public, since Mr. Rifkin (and likely many others) was not aware of through-routing (interlining) and timed-transfers opportunities. We will evaluate how to better inform the public through our marketing efforts in the coming months, including revisions to our published bus schedule, website, etc.

**CONCLUSION**

After careful consideration of the alternatives presented above, Unitrans believes that the following two options should be pursued:

1. Re-Route Inbound M Line Through Downtown
2. Increase Awareness of Existing Through-Routes and Timed-Transfers

Before possible implementation of the first option, we would have to get clear direction from Davis Public Works that M line buses could physically be operated along the E Street corridor between 1<sup>st</sup> and 3<sup>rd</sup> Streets. In addition, Unitrans staff will need to verify that the westbound bus stop at 3<sup>rd</sup> and E Streets could accommodate a bus turning left from E Street without unduly blocking traffic. If these issues can be resolved, we could implement that route change in August 2010 as part of the annual service revisions process.

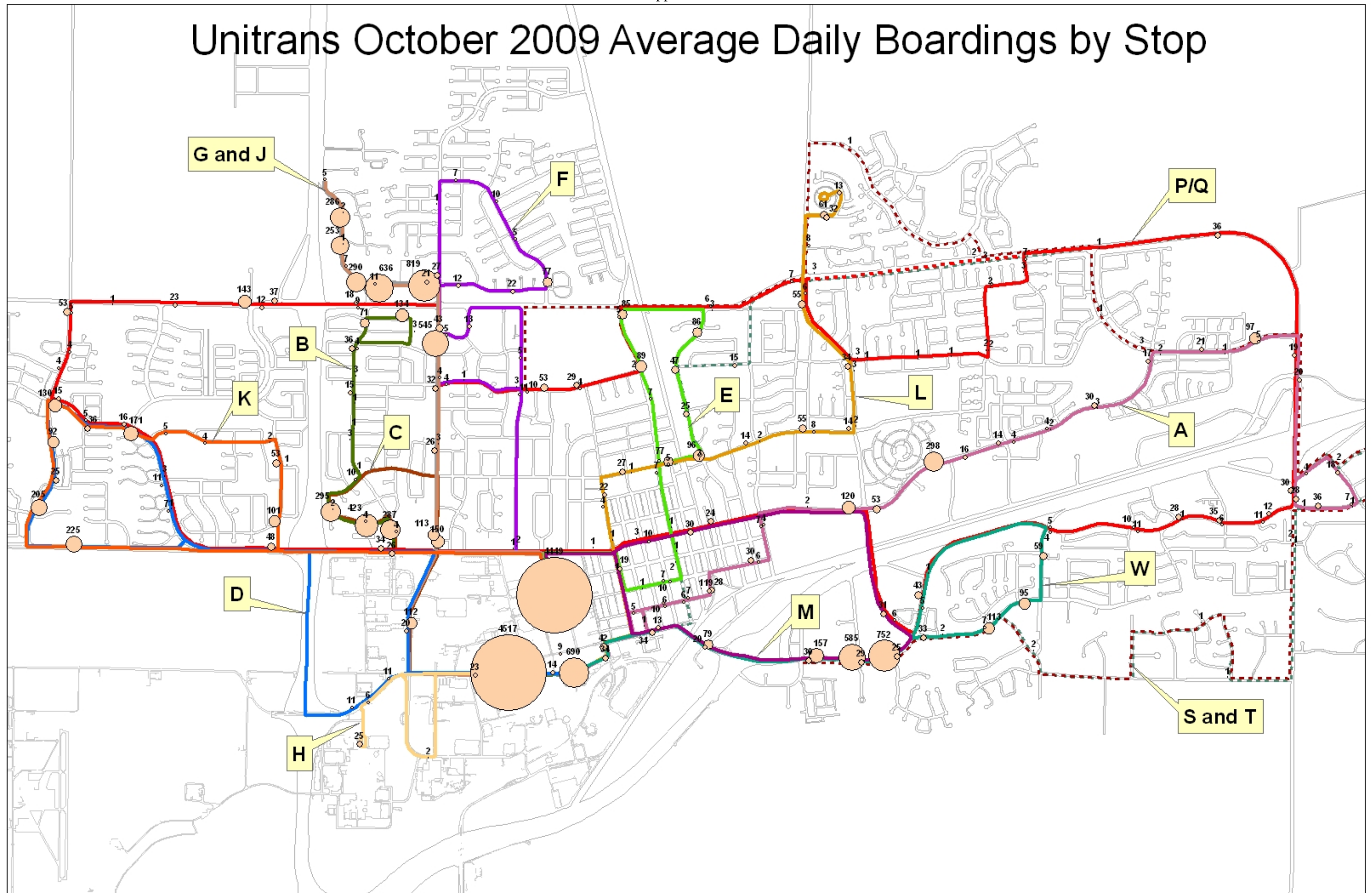
The second option can and should be implemented immediately. We will work with our marketing and planning staff to develop an action plan to increase awareness of Unitrans bus line through-routing and timed-transfers in the Davis community. It would be prudent for my staff to work closely with various stakeholders (city of Davis, DDBA, Davis Chamber of Commerce, etc.) to ensure that the marketing materials meet our collective needs. Once that draft plan is completed, I herein commit to sharing it with Davis appointed and elected officials as you see fit.

Please contact me if you have any questions.

Sincerely,

Geoff Straw  
Unitrans General Manager

# Unitrans October 2009 Average Daily Boardings by Stop



## Appendix B

## Average Daily Downtown Davis Boarding Activity by Bus Stop

A-Line Bus Stop Location	Average A-Line Boardings Per Day	% Total A-Line Boardings	% Total A-Line Downtown Boardings
2nd Street & B Street (Eastbound)	5	0.3%	5.8%
2nd Street & D Street (Eastbound)	6	0.4%	7.3%
2nd Street & D Street (Westbound)	10	0.6%	12.4%
2nd Street & F Street (Eastbound)	6	0.4%	7.2%
2nd Street & F Street (Westbound)	7	0.4%	8.7%
C Street & 1st Street (Southbound)	1	0.0%	0.9%
H Street Alley & 2nd Street (Southbound)	19	1.1%	22.9%
H Street & Amtrak Station (Northbound)	28	1.7%	34.8%
Silo Terminal & Other Campus Stops	810	49.5%	N/A
<i>OTHER A-LINE BUS STOPS</i>	745	45.5%	N/A
<b>Total Average Daily A-Line Boardings</b>	<b>1,635</b>	<b>100%</b>	<b>100%</b>
E-Line Bus Stop Location	Average E-Line Boardings Per Day	% Total E-Line Boardings	% Total E-Line Downtown Boardings
3rd Street & C Street (Eastbound)	1	0.1%	5.2%
3rd Street & C Street (Westbound)	0	0.0%	1.2%
3rd Street & E Street (Eastbound)	10	1.1%	46.5%
3rd Street & E Street (Westbound)	6	0.6%	27.7%
B Street & 4th Street (Northbound)	0	0.0%	1.2%
B Street & 4th Street (Southbound)	0	0.0%	0.9%
F Street & 4th Street (Northbound)	2	0.2%	8.0%
F Street & 4th Street (Southbound)	1	0.1%	3.1%
F Street & 5th Street (Northbound)	1	0.1%	6.2%
MU Terminal	568	58.3%	N/A
<i>OTHER D-LINE BUS STOPS</i>	384	39.4%	N/A
<b>Total Average Daily E-Line Boardings</b>	<b>974</b>	<b>100%</b>	<b>100%</b>
L-Line Bus Stop Location	Average L-Line Boardings Per Day	% Total L-Line Boardings	
B Street & 4th Street (Northbound)	19	2.2%	
B Street & 4th Street (Southbound)	1	0.1%	
B Street & 5th Street (Northbound)	1	0.1%	
B Street & 7th Street (Northbound)	22	2.7%	
Silo Terminal & Other Campus Stops	293	35.2%	
<i>OTHER L-LINE BUS STOPS</i>	495	59.6%	
<b>Total Average Daily L-Line Boardings</b>	<b>831</b>	<b>100%</b>	
M-Line Bus Stop Location	Average M-Line Boardings Per Day	% Total M-Line Boardings	
1st Street & D Street (Westbound)	4	0.3%	
5th Street & D Street (Eastbound)	4	0.3%	
5th Street & G Street (Eastbound)	12	0.9%	
B Street & 4th Street (Northbound)	1	0.0%	
MU Terminal	743	56.0%	
<i>OTHER M-LINE BUS STOPS</i>	567	42.8%	
<b>Total Average Daily M-Line Boardings</b>	<b>1,325</b>	<b>100%</b>	
P-Line Bus Stop Location	Average P-Line Boardings Per Day	% Total P-Line Boardings	
5th Street & D Street (Eastbound)	6	0.8%	
5th Street & G Street (Eastbound)	19	2.2%	
MU Terminal	294	35.0%	
<i>OTHER P-LINE BUS STOPS</i>	521	62.0%	
<b>Total Average Daily P-Line Boardings</b>	<b>839</b>	<b>100%</b>	
Q-Line Bus Stop Location	Average Q-Line Boardings Per Day	% Total Q-Line Boardings	
5th Street & D Street (Westbound)	3	0.3%	
5th Street & I Street (Westbound)	24	2.6%	
MU Terminal	493	52.2%	
<i>OTHER Q-LINE BUS STOPS</i>	425	44.9%	
<b>Total Average Daily Q-Line Boardings</b>	<b>945</b>	<b>100%</b>	
W-Line Bus Stop Location	Average W-Line Boardings Per Day	% Total W-Line Boardings	
1st Street & C Street (Eastbound)	34	1.2%	
1st Street & D Street (Westbound)	9	0.3%	
Silo Terminal & Other Campus Stops	1,429	48.7%	
<i>OTHER A-LINE BUS STOPS</i>	1,461	49.8%	
<b>Total Average Daily W-Line Boardings</b>	<b>2,933</b>	<b>100%</b>	
TOTALS	Average Downtown Boardings Per Day	% Total Boardings <sup>1</sup>	
All Downtown Bus Lines	262	2.8%	